







# Electric Railways *of* INDIANA

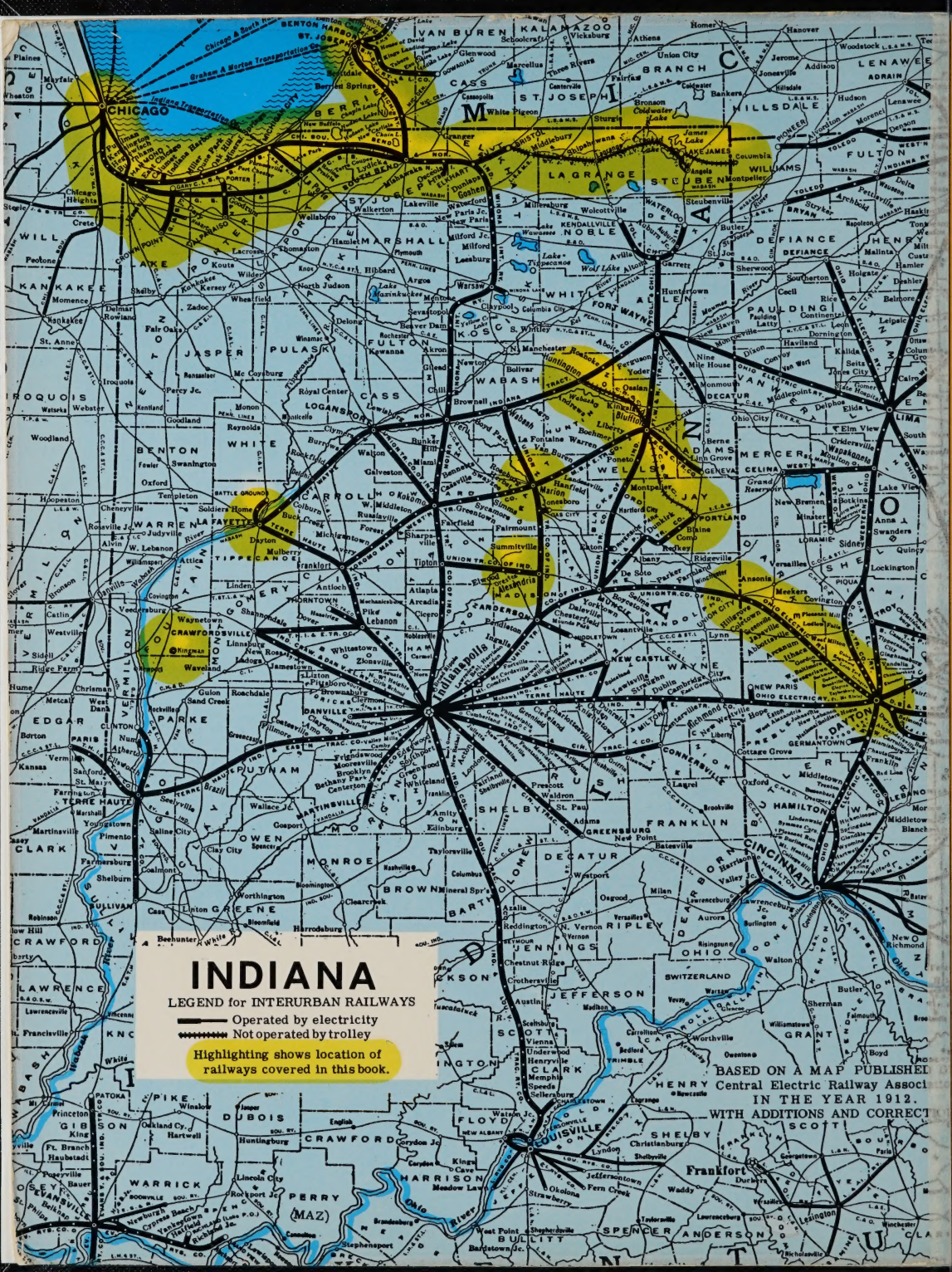
*Featuring-*  
SOUTH SHORE LINE  
*and*

Angola  
C-B & C  
Gary  
Hammond  
I C & E  
Kingman  
Lafayette  
Marion  
Northern Indiana  
Orestes  
Purdue  
St. Joe Valley  
Singer  
Twin Branch

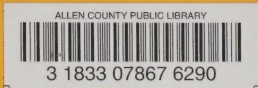
Bulletin 104

Central Electric Railfans' Association









# Electric Railways of Indiana

## Bulletin 104

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973  
B874  
NO.104

### Section I

### Section II

### Section III

### Section IV

For more detailed index  
information, please re-  
fer to individual section  
divider pages.



SOUTH SHORE

Northern Indiana

Gary Lines

Other Lines







**ABOVE:**

Three proud street railway men pose with Indiana Railway car #16, newly placed in operation in South Bend. The twentieth century has just turned and a forty year period of transit service by street car is beginning... But in 1960 street cars are only a memory in Indiana.

A few years later a more durable installation began when the first spades of earth were turned for a high speed electric railroad between South Bend and Chicago. Ultimately becoming the Chicago, South Shore & South Bend Railroad, this property has time after time set new high standards with progressive developments in both passenger and freight transportation.

A scrapbook of photographs, timetables, drawings, maps and notes of electric railways in the northern rim of Indiana follows.

## Dedication:

### DEDICATED TO THE LATE WILBOURNE B. COX

He loved the interurbans, especially those of Indiana. Without his enthusiastic support CERA bulletins would have been far less interesting and much less complete.





## Foreword:

Always a favorite study area for the electric railway historian, Indiana again forms the subject of a CERA yearbook. This 1960 issue is the third and last of a current series of books covering the state. Bulletin 101, issued in the 1957 year, covered most of the lines in the southern half of Indiana. Bulletin 102, issued in the 1958 year, dealt with Indiana Railroad and other lines in the central area. Last year CERA visited Michigan, but this year we return to finish the Indiana story with information on the lines of the northern strip of the state. There are also included a few odds and ends not included in the earlier books.

Bulletin 104 is a technical, educational reference prepared as a historical project by members of the Central Electric Railfans' Association, working without salary in the interests of the subject as a hobby.

## The Covers:

### FRONT COVER:

Northern Indiana Railway car #805 heads into South Bend from Notre Dame University in the winter of 1938-1939. (V-Z)

### INSIDE REAR COVER:

Hey-day of the Indiana interurban of old was represented by the interior arrangements of car #305 of the Chicago South Bend & Northern Indiana Railway as rebuilt in the late 1920s. (GK)

### REAR COVER:

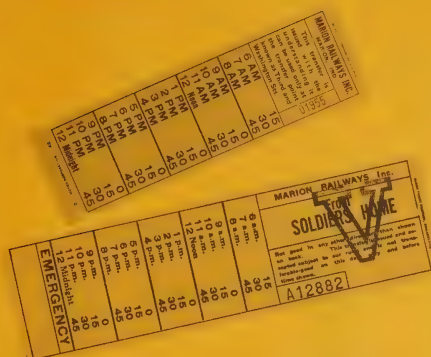
Finishing touches lovingly applied, CSB&NI Ry car #300 was photographed ready to leave the car builders plant at Cincinnati, Ohio, for the journey to South Bend over the rails of interurban railways that interconnected these cities at the time. Taken in 1907. (RCG)

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CWD	C. W. Decker	PSCC	Pullman-Standard Car Co.
JD	J. Driver, Jr.	WER	W. E. Robertson
ADD	A. D. Dubin	CDS	C. D. Savage
EF	E. Frank, Jr.	RES	R. E. Selle
ERHS	Electric Railway His- torical Society	RSi	R. Simons
ERJ	Electric Railway Journal	ES	E. Sohn
LF	L. Foitl	SBT	South Bend Tribune
JAG	J. A. Galloway	BLS	B. L. Stone
GE	General Electric Co.	PS	P. Stringham
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		MAZ	M. A. Zink





# Electric Railways of Indiana

## Section I SOUTH SHORE LINE

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Color plates of modern passenger and freight trains.

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album of equipment and shops

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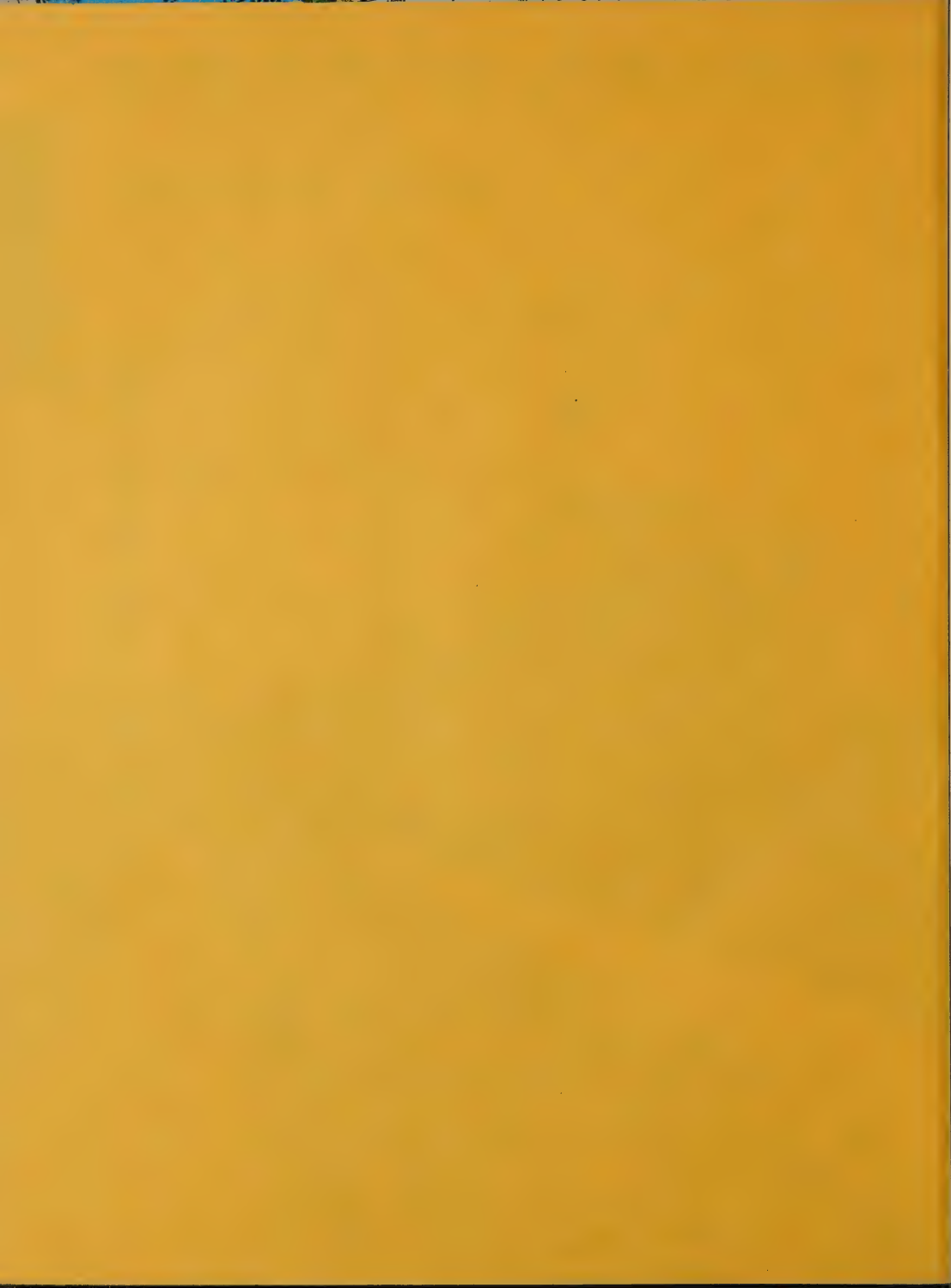
Representative tickets and passes are reproduced on pages 28; 34, 44 and 57.

Section I



Bulletin 104

Central Electric Railfans' Association







Top: Extra #102 with standard coach exemplifies current passenger equipment. Rush hour trains of course, have many more cars.  
Bottom: With well over 5000 hp., mammoth #803 is South Shore's mightiest freight power. Shown eastbound at Marshall siding, Gary.



## CHICAGO SOUTH SHORE AND SOUTH BEND RAILROAD

The orange cars of the Chicago South Shore & South Bend Railroad moving along the streets of South Bend, racing across the northern Indiana countryside and threading their way thru the maze of tracks on Chicago's lake front, could easily be taken for granted. The high speed operation, the seeming-invulnerability to extremes of weather, the convenient penetration of Chicago's Loop, the clocklike regularity of schedule, tend to obscure the continual change and progress forged by the men of South Shore Line in more than half a century.

Other interurban railways have come and gone, but South Shore Line alone has made the successful transition to a balanced short line railroad, while retaining the passenger service that was its original reason for creation.

### CHICAGO & INDIANA AIR LINE:

As a joint effort of the Moore and Hanna financial interests of Cleveland, the Chicago & Indiana Air Line Railway was incorporated in 1901 for the purpose of operating a suburban electric railway in the northwest corner of Indiana. Operations began with a line between East Chicago and Indiana Harbor, by means of which a key east-west route thru this rapidly-building industrial area was secured. Not without a franchise battle with the older Hammond Whiting & East Chicago Railway, however, over the rights on Chicago Street and East Chicago. The battle ended in a draw, with both companies building tracks in this wide street and trying to live on the available thin traffic.

### THE REAL PROJECT IS REVEALED:

The competition wasn't too important, tho, as this was only one of many HW&EC routes and it soon became apparent that the Hanna line had much more elaborate plans for its railway. In 1906, a reorganization took place, with a great increase in capitalization and the Air Line was renamed, "Chicago Lake Shore & South Bend Railway".

The promoters were well aware of the development of interurban railways across the country from New York state to central Indiana and conceived of their road as being the vital link to Chicago. In contrast to the more typical "side-of-the-road" trolley, however, they planned for standards of construction approaching those of main line railways, but utilizing multiple-unit electrically propelled passenger cars and running thru city streets where necessary to gain access to the central parts of important cities.

### MAIN LINE CONSTRUCTION BEGINS:

To accomplish this, the South Bend Construction Company was incorporated coincident with the operating company. First construction began outside East Chicago. Between Michigan City and South Bend a new route was carved from the rawhills, with few and gentle curves. The builders encountered a number of serious sink-holes

at Hudson Lake, Tee Lake and at the Pere Marquette overpass just east of Michigan City.

As work in this area progressed thru 1907, a rival company, the Chicago South Bend & Northern Indiana Railway, was building from South Bend to Michigan City. Between South Bend and New Carlisle this company boxed the CLS&SB against the New York Central (steam) Railroad by acquiring a strip of right-of-way just north of theirs. Thus one could then see the spectacle of two interurban railways feverishly building tracks side by side with the double-track steam road, taking time out for occasional battles and other high jinks, legal or personal.

### DIFFICULTY GETTING INTO SOUTH BEND:

Entry of CLS&SB into South Bend was to be over city streets. The franchise called for completion by July 1, 1907, but as the deadline approached the tracks had only reached the city limits and the city fathers were reluctant to allow any time extension.

For the benefit of the members of the City Council and of the Board of Works, F. J. Lewis Meyer, local CLS&SB attorney, arranged an inspection trip of the new railway on June 8, 1907. These worthies were conveyed by carriage to the city limits and were then taken over the partially completed road by steam power as far as Hudson Lake. From this point, proceeding by the paralleling steam road, they were taken to Michigan City and on to the edge of Chicago, with stops en route to view the progress of construction. After a lavish banquet, they were given tickets to see "The Man of the Hour", a drama contrasting righteousness and corrupt manipulation of the railroads. Following additional tours and entertainment the following day, the guests returned to South Bend and voted for the needed extension of the franchise deadline.

It turned out to be almost a year, but the initial run left Michigan City for South Bend at 3:00 AM on June 29, 1908, after a last "minute" delay of six hours due to faulty wiring. Conductor Sanderson and Motorman Dan Haley were only able to make it as far as New Carlisle.

### AND NOW, EAST TO GARY:

The construction company, using two steam locomotives leased from the Illinois Central Railroad and five leased from the Michigan Central Railroad, pushed work westward toward Gary, and by August, 1908, it appeared that track and overhead was in shape to begin the operation of trains here. Accordingly, a "Boosters Special" was arranged to run from Gary to South Bend.

A 3-car train in charge of Conductor Peter Dreibelbis and Motorman Lew Johnson was to run as an extra carrying the group of prominent Gary business men to South Bend, where connection was to be made with a Northern Indiana Railway car to take the group on to Elkhart and Goshen.





Construction of the Chicago Lake Shore and South Bend Railway progressed in 1907 and 1908 with the aid of steam motive power. At top left, Pere Marquette consolidation #375 works with pile driver at overpass just east of Michigan City. Other scenes show shovel #463, Forney 2-4-4 #64 and 0-6-0 #220. At lower right, looking east from a point east of New Carlisle. Partially graded CLS&SB is in center, with Northern Indiana interurban being rushed competitively to completion at left, while New York Central (steam) is at right.

(All photos: CEH)





Well, the connection wasn't made, in fact the whole trip was an ill-starred venture. The first trouble started at the overpass over the Baltimore & Ohio Railroad at Miller, where all three pantographs became entangled in the overhead, causing a delay of about 45 minutes. When this was finally cleared away, the train proceeded to Michigan City using the trolley poles.

Upon arriving at Michigan City, the crew learned that about 3 miles of trolley wire was down between Tee Lake and Birchum, but one of the steam construction locomotives had been fired up and the train left the shops pulled by it. The heavy electric train with its dead motors was too much for the old tea kettle, tho, and it took three attempts before it could climb the overpass over Pere Marquette's branch line east of Michigan City. At Smith's, several of the crew and other workmen rode the top of the cars and held the deenergized trolley wire up while the train crept below.

Because of the additional delays, the locomotive ran low on water and the fire had to be dumped as a safety precaution at Lake Park. With the little steam left in the boiler, the train got only to within one mile of New Carlisle, the trip from Gary having taken only (?) six hours. But such are the breaks of getting something new and different under way under pressure of time deadlines.

On September 6, 1908, regular train service was started between South Bend and Gary with ten trains each way daily. A steam shuttle train operated between Gary and Hammond. Passengers for Chicago purchased tickets to East Chicago only and informed the conductor they wanted to go to Chicago. He, in turn, advised the train dispatcher, who notified the agent of the Lake Shore & Michigan Southern (MC) Railroad at Calumet and a transfer was made at that point for a steam road train into LaSalle Street Station in Chicago.

#### ENTRY TO CHICAGO:

To protect its interest in possible routes thru the southern and southeastern reaches of Chicago, the Illinois Central Railroad had acquired a right-of-way extending from its main line at Pullman, south and east around the southern end of Lake Calumet to the Indiana-Illinois state line. Development of the area existing in the early 1900s it would not have been practical for IC to develop this line for its own use, but it did enter into an agreement with Chicago Lake Shore & South Bend Railway to build and lease such a line to the latter company.

A single track line was built and electrified for the CLS&SB system, but agreement could not be reached concerning the grade crossing of the Indiana Harbor Belt Railway right at the state line. This argument was solved neatly and effectively by this amusing incident.

Lake Shore cars were at the time running as far west as Hammond, altho the track extended

to the east side of the Indiana Harbor Belt Railway at the state line. The old wood cars being single-end and there being no wye west of East Chicago, westbound trains were turned there and then backed to Hammond.

At the edge of East Chicago a stop was made to change from 800 v to 6600 v, the changeover being made by lowering the pantograph and stopping the car. Then the motorman would go to the ground alongside the car to throw the manual selector switch. Well, in this case when he leaned over the controller to reach the "pantograph down" button, he accidentally and unknowingly pushed the controller handle to the first notch where it stuck, but of course it didn't then matter, as the pan was off the wire.

However, after throwing the changeover switch (and with the conductor watching at his side) he unexplainably decided to raise the pan by "tickling" the control magnet valve, which happened to be conveniently adjacent to the changeover on the side of the car. When the pan hit the wire, off eased the car, the stepless front end gliding by as the two trainmen watched wide-eyed but helpless.

The car was moving slowly, but it was impossible for the men to catch it, altho they trotted down the tracks after it. Gaining all the time, it finally disappeared from view around a curve, but they kept up the chase, knowing the end of line was not far away. Soon the car got to the end of track and wire, but bounced right on over the IHB tracks and landed, right side up and all set to go, on the Kensington & Eastern side of the state line.

Now, it seems there were only two passengers aboard at the time, a couple of recent immigrants from sunny Italy, who climbed out unhurt and began to walk back to Hammond. On the way, they met the out-of-breath crew, and recognizing the conductor, one of the Italians exclaimed, "What's a mat', Joe? You no stoppa Hammond anymore?"

The unusual occurrence was not without its lucky side, tho, as it broke the IHB's main argument that no crossing had ever existed and thus that it was under no obligation to create a new one. Shortly thereafter the gap in the rails was closed across the State line and on April 4, 1909, the contractor ran the first train thru to Kensington.

On July 1, 1909, operation was turned over to CLS&SB, the contemplated line from South Bend to the edge of Chicago having been completed. Total cost including accumulated operating deficit was \$4,549,999.84, over \$2 million more than had been originally estimated.

#### EARLY YEARS:

The first Lake Shore station in South Bend faced east on N. Main Street in the block between Washington and Colfax. Since cars were single end, they had to be turned on a wye at the intersection of Main & Colfax, which was done by backing into Colfax and heading out. There was no



After several days of picking and chopping, Lake Shore finally got its line open after the great blizzard of 1918. Above is seen #77 and another 70-class combine heading east with 800-class baggage car at East Chicago station. (CSS)



The tiny street railway at East Chicago operated by Chicago & Indiana Air Line formed the nucleus from which grew South Shore Line. Its original single-end 500 v DC cars were built by Brill. (HSP)....

yard, trains being left in the street over night.

During the first few years the cars were geared to a speed of 72 mph, but because of a series of accidents it was decided to reduce the top speed by clocking the 5th point of the master controller. Motormen were not long in discovering that they could still get the full speed by manipulating between the remaining points of the controller.

On March 10, 1910, a change of timetable cut the speed of trains so much that it was difficult to keep from running ahead of time. Trains laid in stations from 5 to 10 minutes much to the discomfort of the travelling public.

During July, 1910 the road ran its first 10-car train, an excursion of Pullman Company employes to Hudson Lake. Altho there was some internal criticism of those responsible for making up so long a train, the operation was a success in every way.

Double tracking of the line between Gary and Hammond was completed October 26, 1910, and between Hammond and Kensington in December, 1911. Single track remained between Kensington and Pullman and east of Gary.

The change of cars at Pullman was a source of annoyance to passengers, so, in 1912 an agreement was entered into with the Illinois Central Railroad whereby the latter handled Lake Shore coaches by steam motive power into its downtown station at Randolph Street. In the initial service CLS&SB furnished 4 coaches and the IC furnished 4 open platform coaches. CLS&SB used one of its two double-end motors to handle the thru trailers between Kensington and Gary, while IC usually used one of its Forney suburban steam locomotives between Kensington and Randolph Street.

The original agreement provided only for thru service between Gary and Chicago and thus passengers from points east thereof had to change at Gary, but as traffic built up this agreement was modified to permit the coaches to go on to Michigan City, and eventually to South Bend. The latter extension of thru cars required track changes at South Bend yard so that cars with rigid drawbars could be turned there.

#### POWER SETUP IN EARLY YEARS:

Altho the 6600 volt 25 cycle system had been selected due to its potential economies in transmission and substation costs, it was regarded as unsatisfactory to the cities of East Chicago, Michigan City and South Bend to use so high a voltage on the trolley wire because of the possible danger in case of a trolley break. As a result the lines were sectionalized thru these towns and the trolley within town was operated from transformers at 800 volts.

While this low voltage was ample for one or two car trains, the current demands of heavier trains often made it impossible to get them moving at 800 volts and it would be necessary for someone to get to the transformer substation at the edge of town to temporarily tie across the 6600 volts. With the beginning of freight service

the low voltage system was abandoned and all trains, including the city cars, were thereafter run at the full 6600 v.

#### CITY LINES:

The Indiana Harbor-East Chicago city line had good traffic on summer weekends, and flagmen were put on good days to speed up operations at the many railroad crossings. Normally, however a 20-minute headway was more than sufficient for needs on this route.

Another route from Buchanan Street in Gary to Tolleston had a 30-minute headway and just about no business. Lake Shore rights in this area were exclusive and blocked the Gary & Interurban from coming in until negotiations were completed in 1909. CLS&SB quit this line for lack of business in 1910.

A hassle over operating rights on Chicago Street in East Chicago was settled in 1913 by relocation of CLS&SB tracks and construction of a third track for exclusive use of Hammond Whiting and East Chicago Railway cars. The CLS&SB city cars, never really profitable, kept slipping traffic and by the 1920s, a survey showed 5.6 seats being operated per passenger, with only one trip on the survey day showing any standing passengers. Yet the supervision problem was such that it was reputed that the trainmen were able to get a new automobile every year.

#### THE 1920s COME:

Altho regular day-in-day-out passenger traffic failed to build up, special excursion business became substantial, with long weekend and holiday trains to the lakes and picnic areas.

With the enactment of prohibition in Indiana, nightly trips were well patronized into Illinois. Many humorous episodes developed. Gary was a favorite place for enforcement agents to board trains in search of contraband liquor. Many suitcases which were brought on the trains in Illinois found themselves ownerless.

With the slackening of business, the road found itself in real financial difficulty. Maintenance expenditures were reduced and it became increasingly difficult to keep trains on time as performance became more erratic. In 1924 the net operating deficit was \$1.8 million on a capital structure of \$10.7 million. Receivership came in 1925 and scrapping of the road was expected within a few months.

#### INSULT TO THE RESCUE:

The late financial tycoon, Samuel Insull, saw an opportunity to purchase the road for junk and to make from it a first class short line. Key in his plan was the pending electrification of the Illinois Central Railroad suburban service, which opened the possibility of direct service from South Bend into downtown Chicago.

Under his direction Chicago Lake Shore & South Bend was picked up at Public auction on June 29, 1925. On July 14, 1925 it began operation under





City service between East Chicago and Indiana Harbor was begun by South Shore Line's predecessor, the Chicago & Indiana Air Line. Cars used in this service were originally numbered #1 and 2, later #60-63, after acquisition of two more in 1908. Steel car #64 was bought in 1918, presumably to replace one of the woods destroyed by fire.

In a pinch, main line cars #1 and 2, equipped for double end operation, could be used on the city line. One of these cars was also used in the Tolleston shuttle service.

Photos: FB, CSS.





the new management with the new name, Chicago South Shore & South Bend Railroad. Skilled personnel were rushed to the scene from the Insull-controlled Chicago Rapid Transit and North Shore Line. Engineering plans were developed in record time. Immediate repairs were made to keep the old cars and line equipment working until new steel cars and a 1500 v DC power system could be purchased and installed.

Rebuilding of the roadbed was undertaken, with 15 miles of new 100 lb. rail, 12 miles of crushed rock ballast, new crossings, culverts and line relocations. These were but the first of a continuous stream of such improvements which are still in progress on this road.

New passenger cars of an entirely different type, resembling more the equipment of a main line railroad than that of an interurban, were bought. A few of the old timers were repainted orange-and-maroon (instead of the old Pullman Green) in keeping with the new image of South Shore Line.

The conversion from 6600v AC to 1500v DC progressed from east to west, with temporary changes of cars at the west end of the 1500v sections. The first steel cars ran in regular service from South Bend to Michigan City on July 13, 1926. The Michigan City-Gary line was cut over on July 20. On July 27 the last city car ran on the Indiana Harbor line and on the next day the 1500v system was extended to Kensington. On August 29 the service was extended thru by 1500v electric power direct to Randolph Street in downtown Chicago.

#### DELUXE DAYS:

During the winter of 1926 South Shore Line introduced parlor and dining car service. Three mealtime runs in each direction offered \$1 luncheons and \$1.50 steak dinners. A flush of extra business in the fall of 1925 had resulted in a good showing from the rental of two Chicago & Alton Railroad diners. In 1927 Chicago Great Western and a Norfolk & Western diner were rented and fitted with multiple unit train line wires to permit doubling diner service on heavy trips.

Luxurious solarium observation parlor cars were added to the fleet. Two of these, like the diners, had six-wheeled trucks. Some trains had both parlor and dining cars. An aggressive traffic department was set up and given a substantial advertising budget with which to solicit an ever-growing business. No opportunity was missed to garner publicity, with football games, beauty contests, visiting presidents and local celebrities all coming in for considerate attention.

The first all-Pullman car train to operate on South Shore Line left Gary on May 21, 1929 carrying 125 members of the Emerson High School band to the national contest which was held in Denver, Colorado, that year. Two South Shore steeple cab locomotives brought the "varnish" to Kensington, where Illinois Central forwarded the cars to a western road.

On one occasion during the "roaring 20s" a vintage steam locomotive was borrowed with seven old coaches to run into downtown South Bend to pick up a burlesque trolley party at which Vincent Bendix was host. The train ran out to Country Club crossing. En route the guests were exhorted by a "news butcher" to buy knotty apples, withered oranges and stale chewing gum. Midway the train was halted while a pseudo farmer coaxed a recalcitrant cow from the rails.

Gimmicks, of course, but they helped to build traffic from 1.8 million passengers in 1924 to 3.2 million in 1929. They also helped win the coveted Coffin award for outstanding contribution to "the convenience of the public and benefit of the industry" in 1929.

Another achievement of South Shore Line was the winning of the Electric Traction Speed Trophy, offered by Electric Traction Magazine for the best average speed on interurban railways. South Shore's train #10, the 6:45 AM "Hot-Shot" from South Bend scheduled between terminals in 105 minutes, captured this prize.

#### BUS OPERATIONS:

For the purpose of adding feeder territory to its rail line, CSS&SB acquired bus routes extending along the east shore of Lake Michigan from Michigan City thru Benton Harbor and Holland to Grand Rapids. Part of this route paralleled the then-recently abandoned Grand Rapids Holland & Chicago Railway.

Another bus feeder was the Golden Arrow, a deluxe interurban bus from South Bend to Detroit, timed to make connections with South Shore dining car trains.

After only a few years, however, these bus feeders were pruned to the short Michigan City-Benton Harbor run which is still maintained.

#### THE DEPRESSION OF THE 1930s:

The stock market collapse of 1929 and the depression of the 1930s brought the downfall of the Insull empire and hit the South Shore Line hard. With heavy obligations for new equipment, it was difficult to make ends meet as passenger traffic nosedived to only 1,334,000 for the year 1933.

Dining car service was taken off in the April, 1931 schedule and parlor car service ended in April, 1932. Passenger volume was sustained only by cutting fares from the 3.6¢ per mile level to 2.0¢, but as costs began to rise again in the late 1930s, fares had to be raised in steps again.

The coming of the second war brought traffic again into an upward trend, so rapidly that, by 1942 it was apparent that the existing equipment would have to be supplemented to handle the load. For weekend peaks, Illinois Central cars were rented and used on the Chicago-Gary-Dunes service. For the main line, the existing steel cars were cut in two and lengthened by splicing in a new section 17 feet in length, thus permitting an increase in capacity and productivity of crews.



Straight passenger coaches #1-15, built by Niles, were the backbone of the Lake Shore fleet. Some were subsequently rebuilt into combination baggage-passenger cars.





Above: Car #3 at original South Bend station during 1908. (V- Z)

Left: Car #1, one of two cars with double end control, snapped at East Chicago in 1925. (CEK)

Below: Car #4 from the rear at Michigan City yards shows unexplainable panelling of rear windows. (CSS)







Above: #14 heads up picnic special of Illinois Central Railroad coaches at Lake Park siding, Hudson Lake, 1925.



Left: Motor #73, with extra wide baggage door, poses against clock tower at Pullman terminal, circa 1910. (CSS)



**SOUTH  
SHORE  
LINES**

Thru service into downtown Chicago became feasible for Chicago Lake Shore & South Bend when a deal was worked out with the Illinois Central Railroad to haul CLS&SB #100-class trailers between Randolph St. and Kensington. The interurban type (below) were rebuilt, with swivel couplers and a few of the steam type (right) were acquired. IC used forney type steam motive power, like 2-4-4 #1413 above, for this service.

(Above: IC, Right: VZ, below: GK)







Three AC motors pull two rented Chicago & Alton R.R. dining cars and a 100-class coach eastbound at Michigan City (shops) in fall of 1925. Already lettered Chicago South Shore & South Bend R.R. and painted orange and maroon, these cars were nearing the end of their working career. . . . Below, Automatic block signal system with semaphore signals was installed as aftermath of 1912 wrecks.

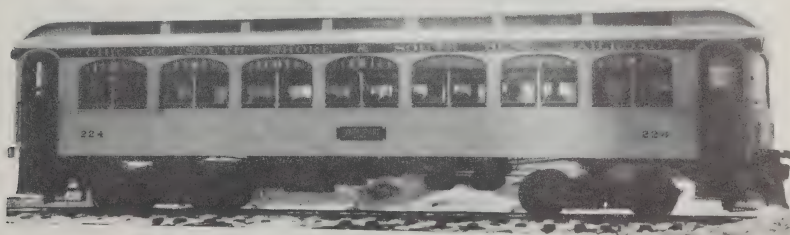






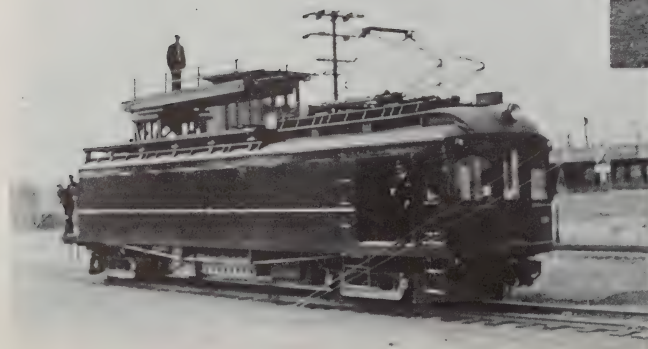
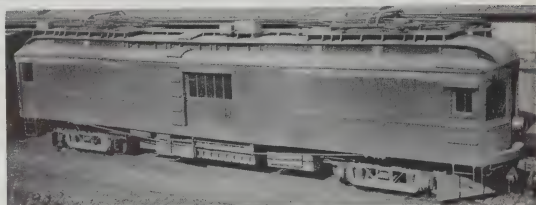
Upon the takeover of CLS&SB by South Shore Line it was planned to rehabilitate and retain some of the better wooden cars as control trailers for use with the new steel motors. The work was to consist of strengthening the underframes, installing new draft gear, new controls and complete refurbishing of the interior. After doing this work on two 100-class trailers, which emerged from the shops as #222 and 224, the project was dropped in favor of the purchase of additional new steel cars. Car #222, revamped as a work car and later as a newspaper car, survived until the War, when it was replaced by one of the former Indiana Railroad R. P. O. cars in its job as a paper car.

(Above and below, CSS; left EF)





Only five of the CLS&SB wooden cars were revamped for continued service on CSS&SB: #1126, assigned to Way & Structures as a work train motor; #401, a baggage motor for newspaper and milk service; #222 (and #224 not shown) used for a short time as passenger trailers, then #222 was used by Way & Structures and later as a newspaper car; and #1101, the line car. All are now long gone. Photos: GK, WBC, BLS, JDM.



#### PASSENGER TRAFFIC REACHES PEAK:

The war caused a substantial upturn in riding on South Shore Line, reaching a peak of over 6 million in the year 1946. By that year, under liquidation orders of the Securities and Exchange Commission, Insull's Midland United liquidated its holdings in the South Shore Line and it was now once again completely on its own. Today, more than 3000 persons hold stock in the company.

With the end of the war came the resumption of the car lengthening program, only the new models then emerged with air conditioning and with picture windows.

Many other innovations were introduced to the property. Welded running rail was laid where renewals were required, and currently there are about 18 miles of track so equipped.

Freight motive power underwent a complete replacement in three steps. First, four 98-ton steeple cabs were acquired from Illinois Central, which had decided to dieselize its Chicago freight terminal operations. Next, three locomotives built as part of an order for export to Russia were picked up at a bargain price. These 273-tonners, built for use on 3300 v DC were rewired for their 1500 v duty at Michigan City shops.

Latest step has been the acquisition of ten New York Central 650 v DC box cab locomotives of C-C wheel arrangement. These had been made available by a rather complex shift of Cleveland Union Terminal, Detroit River Tunnel and New York terminal motive power on the "Central". Again the rebuilding and rewiring was done in the Michigan City shop. Six are now in service.

The three groups of locomotives were given 900, 800 and 700 series numbers. Since the original DC motors were in the 1000 series, it could be anticipated that the next engine acquisition would be numbered in the 600 group. And so it was, when Buffalo Creek hood unit diesel was acquired to help build the East Chicago run-around, it was assigned #601. Since its present assignment is as a yard switcher for the "unwired overhaul shop, it is not regarded as active freight motive power, however.

#### EAST CHICAGO LINE RELOCATION:

The original route thru East Chicago was almost entirely on the main east-west street of the town. One of the objectives of the Insull management was to reroute the line along a private right of way skirting the business area and most of the residential development. Transmission lines were built on this route in the middle 1920s but, except for a few pilings for a viaduct over the Calumet River, nothing was accomplished on the railroad part of the project until the coming of the Indiana Toll Road.

In searching for a route for the highway, the Toll Road Commission found the right of way of South Shore Line's proposed route ideal, and, since there was ample space for both, a deal was worked out that accomplished in the span of two years a hope of some 30 years.

The new route, opened on September 15, 1956, lengthened the route mileage about 0.2 miles more than the old street route, but some 14 rail grade crossings plus countless highway and city street crossings were eliminated. Several little-used local stops were avoided. Instead of a low-speed, well-battered track, largely in paved streets, there is now a perfectly aligned main line railway of 115 lb. welded rail. Instead of direct suspension trolley wire, there is now graceful and sturdy catenary permitting full speed with dependability. No longer do traffic jams or stop lights at street corners delay fast passenger trains or 60-car freights. A six minute reduction in passenger train running time between Gary and Hammond was achieved.

The East Chicago "run around" is not an unmixed blessing, however, as with it came the coincidental completion of the Indiana Toll Road, which serves all of the major cities on the South Shore Line, and is particularly convenient to South Bend, Gary, Hammond and the South side of Chicago. Interurban and off-peak traffic has been hurt by its competition.

#### PASSENGER TRAFFIC:

Characteristically, railroad passenger and freight traffic is subject to seasonal ups and downs, but South Shore Line now carries about 11,500 passengers on a weekday, of whom 6000 ride in or out of Chicago primarily as rush hour commuters.

South Bend traffic is about 300 each way on weekdays, 400 on Saturdays and 450 on Sundays. Notre Dame football games and summer dunes traffic have been hurt by the paralleling Indiana Toll Road, but experienced regular riders appreciate the comfort and dependability of the fast electric trains.

#### FREIGHT SERVICE:

In March, 1909, Chicago Lake Shore & South Bend made its beginnings in freight service. At that time one of the combination baggage-passenger cars was used as a freight motor for the handling of LCL between South Bend and Hammond, but the service was unsuccessful and was soon discontinued. The original box motor, #500, was fitted up as a line car and did serve as a locomotive to handle a car or two of freight for some special reason, but there was no regular freight. In 1914 the feud with the Murdock lines, owners of the paralleling South Bend-Michigan City interurban, had been buried enough that Lake Shore handled a movement of four new South Bend street cars loaded on flat cars between Kensington and South Bend.

Lake Shore finally got into the freight business on August 1, 1916, at 5 pm, when the first regular freight train consisting of a motor car and one box car left South Bend. The first freight house at South Bend was a standard box car set off the track adjacent to Cummins siding.

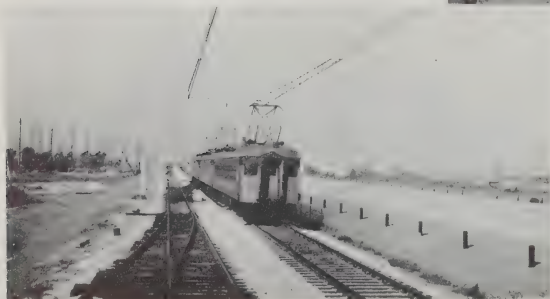


Car #1 heads up a westbound train at Wagner shortly after the cutover to 1500 v DC. Note trolley pole and also deactivated DC semaphore signals.



Car #29 hauling Pullman sleeper in South Bend shows the similarity in size of CSS&SB equipment as compared to standard railroad equipment. Occasion for the move was a Notre Dame University football game. Destination curtain on #29 reads, "Notre Dame Limited to South Bend". (EF)

Fattened out from a normal length of one or two cars to nine cars, train 15 races thru New Carlisle en route South Bend for a football game on November 12, 1938. (VZ)



More recently, a three car special takes an inspection trip party over the newly completed East Chicago line relocation, July 15, 1956. The scene, taken east of the new East Chicago station looking to the west, shows the as-yet-in-completed Indiana Toll Road.(SDM)

On October 10, 1916 B-B locomotives #505 and 506 were placed in service after a leased trial of Spokane Coeur d'Alene & Palouse Railway's #706 proved satisfactory. Later SC&P #702 was borrowed for a time.

At this time the road was engaged continuously in court battle attempting to be recognized for freight interchange by the steam railroads, but for years the belt lines in the Chicago switching district could be reached only thru the Illinois Central at Kensington.

By 1917 the freight business had built up enough to justify improved freight station facilities at South Bend and Michigan City. In that year one unusually large freight movement was handled, when 84 bad order freight cars were delivered from the Michigan Central interchange to the Ryan car works with one Lake Shore engine. One by one a few industries located along the electric line and freight began to assume some importance to the property.

In 1920, switchmen in the Chicago railroad yards went on a strike, and since the CLS&SB was not affected, its freight business quickly rose to the capacity of the road. All side tracks between Michigan City and South Bend were full of cars waiting to be unloaded at South Bend.

During the construction of the Hotel LaSalle in South Bend in 1921, steam shovels excavating the foundation dumped refuse directly onto cars brought in by CLS&SB. Later, building materials were brought in by the same route.

Despite all this, freight traffic did not build up to a profitable level. There were no long passing tracks, terminal facilities were lacking and freight houses were dilapidated. Had there been any substantial volume of business the road would have been unable to handle it thru its meager interchanges.

Yet, shrewdly enough, the potentialities of this road as a freight carrier were one of the strong considerations recognized by the Insull group in making its bid for the line in 1925. After the change of management, freight business was immediately aggressively sought and physical plant was promptly brought up to the necessary standards.

In three years, interchange arrangements were worked out with 13 steam railroads. During this period, freight revenue increased 497%, a figure unequalled in the electric railway field.

Traffic solicitation offices were opened around the country to contact shippers and to secure the routing of freight via "South Shore Line". Today there are 15 such offices from coast to coast. South Shore Line also secured membership in railroad freight traffic committees and obtained a voice in making rates which help to build profitable traffic.

Associated Insull utilities began to route their purchases via South Shore Line whenever possible. Tracts of land adjacent to the road were acquired and priced attractively to industries who would locate on the line.

With the change to 1500 volts DC, a fleet of new locomotives was bought. Heavier rail was laid and long sidings enabled the running of longer more efficient trains. Freight houses were enlarged, but on the longer view, the LCL business was to be dropped to the motor truck.

One of the early "piggy-back" truck and trailer operations was carried out on the South Shore Line in 1931. It was similar to that developed by the North Shore Line and required special car and truck equipment, so it was limited to a company controlled truck subsidiary and did not prove successful.

As the Insull utility empire was separated into independent parts, South Shore Line developed new customers and at the same time provided sufficiently attractive service to retain utility business on its own right. Coal movements into Northern Indiana Public Service Company plants are a significant part of CSS&SB traffic today.

Freight motive power bought in the 1925-1930 modernization has itself become outmoded now and has been replaced by some of the mightiest locomotives to be found on any shortline railroad. In 1949 came the three "Little Joe" class 273-tonners. Then, in the middle 1950s, came the ex-New York Central 140-tonners.

In addition to its carload freight business, South Shore Line operates an extra fast emergency package service in the baggage compartment of 16 passenger trains each way daily. Furthermore the volume is sufficient six days per week to warrant the operation of a full baggage car (one of the cars rebuilt from Indiana Railroad Railway post office cars) on the 10:00 AM train out of Chicago.

The emergency package service is available only between Randolph Street, Hammond, East Chicago, Gary, Michigan City, Benton Harbor (on the bus line) and South Bend.

#### OPERATION:

The South Shore Line is basically a double track railroad between Chicago and Gary and a single track road beyond to South Bend. It is operated under a standard railroad book of rules and is protected by continuous automatic block signals, of the color light type. Train orders are issued to crews by company telephone, and freight operation is additionally supervised thru one of the first installations of micro-wave radio giving continuous connection between the dispatcher and the engine cabs.



Top: For nearly 20 years, South Shore Line cars were as alike as peas in a pod, at least to the casual observer, except when he was lucky enough to see the parlor and dining cars. Photo in middle caught diners 301, 302 with parlors 351, 352 in train with #100-1 and #2 at Shops in 1927 photo. (CSS)  
Left: Immediate post-war peak traffic days brought leased Illinois Central suburban cars into week end service on South Shore Line dunes runs, as seen here at Tremont.



It was not always so well equipped. The original telephone system of the CLS&SB was so garbled by induction from the AC trolley that it was all but useless and train dispatching had to be carried out by long distance commercial telephone at fantastic cost. Improvements in circuitry finally overcame the problem, which disappeared with the changeover to 1500 v DC.

A train order signal system was installed at each siding between South Bend and Gary in the early years. To set the signal to flag a train for orders, the dispatcher operated a selector key which would transmit a coded pulse over line wires to all signals, supposedly setting only the desired block. After calling the dispatcher for the intended order, the conductor at a set signal would clear it by hand and proceed.

When operated under a conservative set of rules, these signals could not cause dangerous misunderstanding, but they were subject to frequent failures of the type that set unwanted signals, creating delay from trains halted unintentionally. They were abandoned many years ago. A bad accident at Cavanaugh on April 12, 1909 and an even worse one at Shadyside (near Wilson) on June 19 of that year brought a fearsome damage settlement burden to the new road, but had the beneficial effect of bringing on the installation of an automatic block signal system, using upper quadrant semaphores, completed in 1914.

The line between Gary and Hammond was double tracked in 1910, except for the bridges over the Elgin Joliet & Eastern Railway and over the Pennsylvania Railroad, on which gauntlet tracks were installed.

The whole signal system was replaced with modern color light signals and AC track circuits as part of the general modernization of 1926.

The signals between Shops and Andry were put under remote control of the dispatcher at Michigan City to form a type of centralized traffic control.

Several important railroad crossings are interlocked, altho there are still a few secondary tracks crossing South Shore's main with gate or safety stop protection.

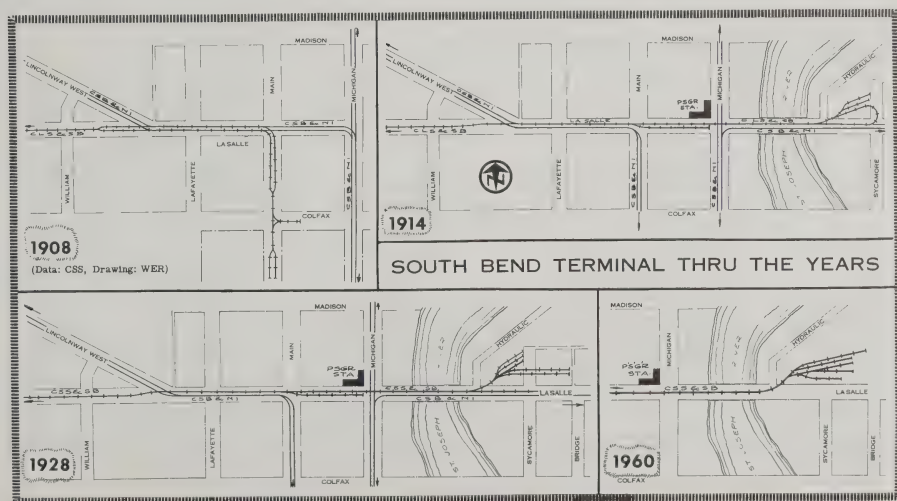
At certain passing tracks which are operated as double track with spring switches normally aligned for right hand operation, #20 turnouts, the most gradual standard switch available, are used. Dashpots prevent slamming of the switch during the passage of the many axles of a train, yet firmly reclose the points and set the signals within seconds of the passing of the last wheel.

#### LOOKING AHEAD:

South Shore Line has survived almost alone among the hundreds of interurban railways in the United States because it long ago learned to anticipate change and adjust itself to the times. This is a major feat of tightrope walking, and, in common with many a much larger railroad, it will face critical problems in the years just ahead.

Imagination, ingenuity, patience, fortitude and aggressiveness will all be needed in just the right amounts. It is a task to challenge the best of men, but South Shore Line has specialized in that kind in the past and can be expected to come up again with the brains and ability to do the job.

Loyalty and enthusiasm is a strong asset here. As your editors probed for information for this bulletin, it was evident that new ideas are ready to be advanced and others are being germinated. Incidentally, South Shore Line has always been a friend to the railfan, an attitude brilliantly reflected by the high esteem in which we hold her. We say, "Keep 'em rolling, South Shore Line."



# Roster of Equipment-

In the following pages will be found data on South Shore Line cars and locomotives.

## CHICAGO LAKE SHORE & SOUTH BEND RAILWAY

CAR NUMBER	BUILDER	BUILT	TRUCKS	MOTORS	CONTROL	WEIGHT	SEATS	LENGTH OVERALL	WIDTH OVERALL	HEIGHT OVER ROOF	REMARKS
INTERURBAN PASSENGER CARS											
1-11	Niles	'08	Baldwin 78-30A	4W148D	WH-AB	112,000	62	57'-2"	10'-0"	13'-8"	Two of these cars scrapped before 1923. Remaining cars burned summer of 1929.
12-15	Niles	'08	Baldwin 78-30A	4W148D	WH-AB	112,000	62	57'-2"	10'-0"	13'-8"	Used as trailers until after 1915 then finally motorized. Rebuilt with baggage compartments in 1925. Burned in summer of 1929.
70-71	Niles	'08	Baldwin 78-30A	4W148D	WH-AB	110,000	54	57'-2"	10'-0"	13'-8"	71 rebuilt to CSS&SB 401 in 1927, 70 used as yard office, scrapped 1935.
72-74	Niles	'08	Baldwin 78-30A	4W148D	WH-AB	110,000	46	60'-2"	10'-0"	13'-8"	Rebuilt with larger baggage compartments. 72 rebuilt in 1927 to line car 1101, 73 rebuilt to work motor 1126 in same year. 74 used as trainmen's room at South Bend, scrapped 1941.
75-77	Niles	'08	Baldwin 78-30A	4W148D	WH-AB	110,000	54	57'-2"	10'-0"	13'-8"	Scrapped in the summer of 1929.
101-110	Kuhlman	'08	Baldwin 78-22A	None	None	55,900	52	52'-0"	10'-2"	13'-0"	Two of these cars rebuilt 1927 into deluxe coaches, CSS&SB 222 and 224. The rest were burned in summer 1929.
111-112				None	None	66,760	60	60'-0"	10'-0"		Purchased 1917, ex-AT&SF. Open vestibules. Scrapped.
113-114				None	None	62,000	56	56'-0"	10'-0"		Purchased 1917, ex-AT&SF. Open vestibules. Scrapped.
SUBURBAN PASSENGER CARS											
60-61	Kuhlman	'08	Baldwin 78-22A	2W135B	WH-AB	57,900	48	43'-9"	8'-10"	12'-0"	60 destroyed before 1918. 61 scrapped 1927.
62-63	Brill	'03	Baldwin 78-22A	2W135B	WH-AB	57,900	44	41'-1"	8'-4"	12'-0"	Originally Chicago & Indiana Air Line Rwy. 1 & 2. Had Brill 27E trucks and smaller motors until 1908. Scrapped.
64	Kuhlman	'18	Baldwin 78-22A	2W135B	WH-AB	60,000	48	40'-0"	8'-2"	11'-6"	Built to replace car 60. Motors, trucks and controls obtained from 60. Scrapped.
SERVICE CARS AND LOCOMOTIVES											
300	Russell	'09		None	None			36'-0"			Wedge plow. Scrapped.
301	Cleveland Engineering Co.	'08	Baldwin 78-30A	4W148D	WH-AB			40'-0"			Plow, became CSS&SB 1177. Scrapped.
302				None	None	34,500		36'-0"			Gondola, used with 304, equipped with steel cable and geared hand hoist. Scr.
304				None	None			34'-0"			Wrecker, ex box car. Scrapped.
305				None	None			38'-0"			Line car, box car fitted with insulated platform. Scrapped.
306				None	None			34'-6"			Caboose. Scrapped.
307				None	None	26,500		36'-0"			Flat car. Scrapped.
308				None	None	26,500		36'-0"			Flat car for stringing wire, equipped with insulated platform. Scrapped.
500	Niles	'08	Baldwin	4W148D	WH-AB			50'-0"			Box motor, rebuilt to line car about 1915. Scrapped.
501	Buda	'13									Gasoline driven line car. Scrapped.
505-506	Westinghouse	'16	Baldwin	4W151	WH-HB	144,500	38	3'-3"	10'-0"	12'-2"	Sold March 1927 to St. Clair Tunnel Co. 9175-9176. Renumbered 1951 to 175-176. Spokane & Inland Empire 706 leased for one season.
706	Westinghouse										
BAGGAGE CARS											
800-801						47,300		46'-4"			Open vestibule steam railroad baggage cars, acquired about 1912. 800 became CSS&SB 501, 801 scrapped in 1927.
FREIGHT CARS											
200-201				None	None			34'-0"			Became CSS&SB 1401-1402.
203-204				None	None			41'-9"	9'-2"	7'-9"	Flat cars, 50,000 lb capacity. 100,000 lb capacity.
310-316	ACF	'07		None	None	32,760		36'-0"	10'-3"	8'-1"	Flat cars, purchased 1916. Scrapped.
400-408				None	None			38'-0"	9'-3"	13'-4"	Gondola, 80,000 lb capacity. Scrapped.
600-605				None	None	31,000		36'-0"	9'-6"	6'-9"	Box cars, acquired in 1916. Capacity 80,000 lbs. Became CSS&SB 1501-1509.
700-706				None	None			40'-0"	9'-7"	7'-9"	Gondola, side dump. Capacity 80,000 lbs. Scrapped.
											Became CSS&SB 1201-1207.
											Gondola, capacity 100,000 lbs.

# CHICAGO SOUTH SHORE & SOUTH BEND R.R.

CAR NUMBER	BUILDER	BUILT	TRUCKS	MOTORS	CONTROL	WEIGHT	SEATS	LENGTH OVERALL	WIDTH OVERALL	HEIGHT OVER ROOF	REMARKS
INTERURBAN PASSENGER CARS											DATA: JJB, CSS&SB RR COMPILATION: JJB, LF, WCJ
1-9	Pullman	'26	Baldwin 84-60AA	4W567 C11	HB	133400	56	60'-0"	10'-1"	13'-4"	Coach with smoking compartment
10	Pullman	'26	Baldwin 84-60AA	4W567 C11	HB	133400	56	60'-0"	10'-1"	13'-4"	Coach with smoking compartment wrecked in 1929
10	Standard	'29	Baldwin 84-60AA	4W567 C11	HB	129600	48	61'-0"	10'-1"	13'-4"	Coach with "Pullman" smoker Rebuilt 1931
11-15	Pullman	'26	Baldwin 84-60AA	4W567 C11	HB	147000	80	77'-6"	10'-1"	13'-4"	Coach with smoking compartment Originally were 60' long and weighed 133,400 lbs. 11 and 12 rebuilt 1945, 13 in 1946, with 14 and 15 in 1942. Originally coach with "Pullman" smoker, 61' long and weighing 133,400 lbs. 19 rebuilt in 1945, 20 and 21 in 1946, 22 in 1945. **
16-22	Pullman	'27	Baldwin 84-60AA	4W567 C11	HB	147000	80	78'-6"	10'-1"	13'-4"	Originally coach with "Pullman" smoker, 61' long and weighing 133,400 lbs. Rebuilt 1947 with air conditioning and large windows.
23-25	Pullman	'27	Baldwin 84-60AA	4W567 C11	HB	153200	80	78'-6"	10'-1"	13'-4"	Originally coach with "Pullman" smoker, 61' long and weighing 129,600 lbs. Rebuilt in 1948, with air conditioning and large windows.
26-28	Standard	'29	Baldwin 84-60AA	4W567 C11	HB	153200	80	78'-6"	10'-1"	13'-4"	Coach with "Pullman" smoker, rebuilt 1951 to car 111.
29	Standard	'29	Baldwin 84-60AA	4W567 C11	HB	129600	48	61'-0"	10'-1"	13'-4"	Coach with "Pullman" smoker, 36 out of service due to wreck Sept. 1960.
30-37,39	Standard	'29	Baldwin 84-60AA	4W567 C11	HB	129600	48	61'-0"	10'-1"	13'-4"	Coach, modernized with "Pullman" smoker removed.
38	Standard	'29	Baldwin 84-60AA	4W567 C11	HB	129600	56	61'-0"	10'-1"	13'-4"	Coach, originally trailer 213. Motorized and repainted in 1938.
40	Standard	'29	Baldwin 84-60AA	4W567 C11	HB	129600	48	61'-0"	10'-1"	13'-4"	Comb. bagg-pass, 8'-6" baggage compartment. Lengthened 1943, air conditioned and big windows installed 1942.
100-101	Pullman	'26	Baldwin 84-60AA	4W567 C11	HB	150940	68	77'-6"	10'-1"	13'-4"	Comb. bagg-pass, 11'-3" baggage compartment. Lengthened in 1944 (104 in 1943). Air conditioned and windows enlarged in 1950.
102,104,105	Pullman	'26	Baldwin 84-60AA	4W567 C11	HB	150940	64	77'-6"	10'-1"	13'-4"	Comb. bagg-pass, 8'-6" baggage compartment. Lengthened in 1943. Air conditioned and windows enlarged in 1950.
103	Pullman	'26	Baldwin 84-60AA	4W567 C11	HB	150940	68	77'-6"	10'-1"	13'-4"	Comb. bagg-pass, 8'-6" baggage compartment. Lengthened in 1943. Air conditioned and windows enlarged in 1950.
106,108	Pullman	'26	Baldwin 84-60AA	4W567 C11	HB	150940	68	77'-6"	10'-1"	13'-4"	Comb. bagg-pass, 8'-6" baggage compartment. Lengthened in 1943. Air conditioned and windows enlarged in 1950.
107,109	Pullman	'26	Baldwin 84-60AA	4W567 C11	HB	150940	68	77'-6"	10'-1"	13'-4"	Comb. bagg-pass, 8'-6" baggage compartment. Lengthened in 1944. Air conditioned and windows enlarged in 1942.
110-111	Standard	'29	Baldwin 84-60AA	4W567 C11	HB	150940	64	78'-6"	10'-1"	13'-4"	Combination bagg-pass, 11'-3" baggage compartment. Rebuilt from coaches 10 and 29 in 1931, air conditioned with large windows.
201	Pullman	'27	Baldwin 84-60AA	None	HB	116600	80	78'-6"	10'-1"	13'-4"	Coach, lengthened in 1946.
202-204	Pullman	'27	Baldwin 84-60AA	None	HB	116600	80	78'-6"	10'-1"	13'-4"	Coach, lengthened in 1947. 203 has modernized interior.
205-206	Pullman	'27	Baldwin 84-60AA	None	HB	116600	80	78'-6"	10'-1"	13'-4"	Coach, lengthened in 1948.
207-210	Pullman	'27	Baldwin 84-60AA	None	HB	97000	50	61'-0"	10'-1"	13'-4"	Coach with "Pullman" smoker.
211-213	Standard	'29	Baldwin 84-60AA	None	HB	97000	50	61'-0"	10'-1"	13'-4"	Coach with "Pullman" smoker, 213 motorized in 1938 and renumbered 40.
222	Kuhlman	'08	Baldwin 78-22A	None	HB	55900	52	52'-0"	10'-2"	13'-0"	Coach, ex-CLIS&SB. Rebuilt in 1927 into deluxe coach. After 201 class arrived, used by Way and Structures Department. Later as newspaper car. Scrapped in 1941.
224	Kuhlman	'08	Baldwin 78-22A	None	HB	55900	52	52'-0"	10'-2"	13'-0"	Coach, ex-CLIS&SB. Rebuilt in 1927 into deluxe coach. Later used by Way and Structures Department. Scrapped before 1932.
301-302	Pullman	'27	Common-wealth	None	None	113400	24	64'-1"	10'-1"	13'-4"	Diners, taken out of service in 1932. Scrapped in 1941. 6 wheel trucks.
351	Pullman	'27	Common-wealth	None	None	111400	24	64'-1"	10'-1"	13'-4"	Double-end solarium motor car. Sold 1945. Became Canada & Gulf Terminal 504. 6 wheel trucks.
352	Pullman	'27	Common-wealth	None	None	111400	24	64'-1"	10'-1"	13'-4"	Parlor car, sold 1945. Became M&A Construction Co. MX300. 6 whl trucks
353-354	Standard	'29	Baldwin 84-60AA	None	HB	92350	56	61'-0"	10'-1"	13'-4"	Parlor cars, rebuilt to coaches in 1938 and 1939. Originally no controls
FREIGHT AND SERVICE CARS											
401	Niles	'08	Baldwin 78-30A	4W567	HB	105700		57'-2"	10'-0"	13'-8"	Baggage motor, rebuilt 1927 from CLIS&SB 71. Scrapped in 1937.
501				None	None	47300		46'-4"			Baggage car, ex-CLIS&SB 800. Sc 1931. Baggage car, rebuilt 1941 from Ind. R.R. 375. Rebuilt again in 1952.
503	St. Louis	'26	Baldwin	None	None	71180		61'-6"	8'-11"	12'-8"	additional baggage doors installed and windows removed.
504	St. Louis	'26	Baldwin	None	None	71180		61'-6"	8'-11"	12'-8"	Baggage car, rebuilt 1942 from Ind. R.R. 377. Rebuilt like 503 in 1955.
601	Electromotive	'41	EMD	4-D7		196400		44'-5"	10'-3"	14'-6"	Diesel locomotive, purchased 1955.
701-706	Alco-GE	'31	Gen. Steel Castings	GE286	PCL	280000		54'-0"	10'-7"	12'-7"	Ex-Buffalo Creek, No. 45. Ex-New York Central 308, 314, 303, 343, 340, 341 respectively. 701-702 rebuilt in company shop 1955, 703-704 in 1956, 705 in 1957 and 706 in 1958.

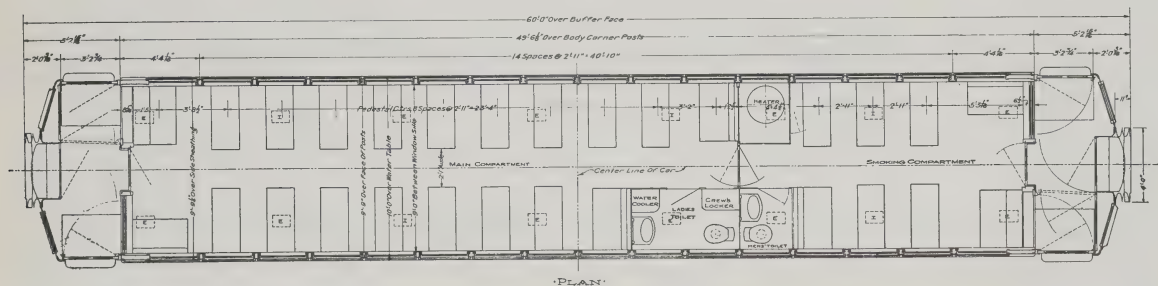
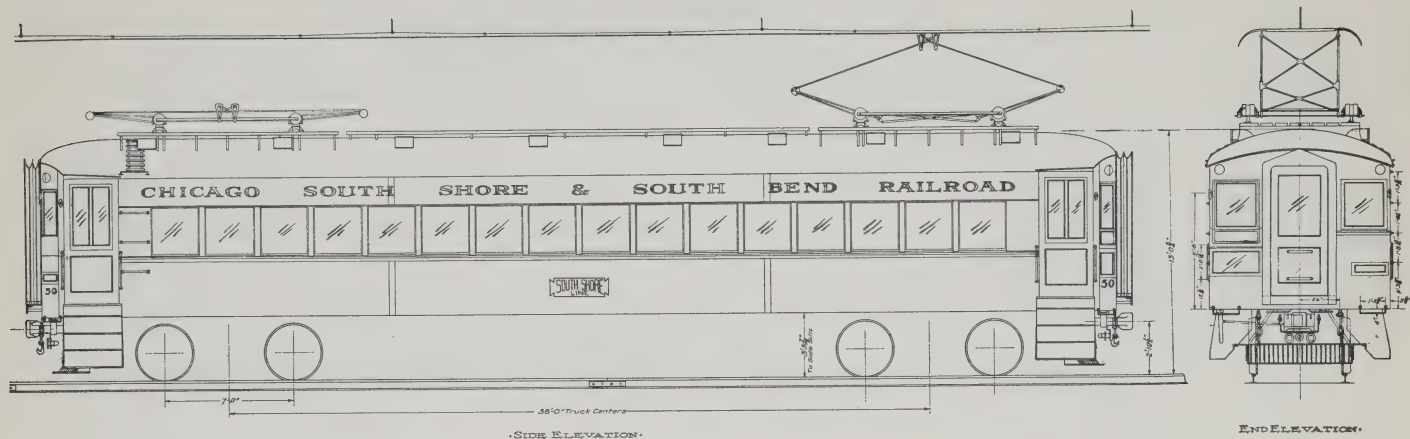
\*\* At last report, #22 is being rebuilt at the Michigan City shops and will have new picture window. No air conditioning however.



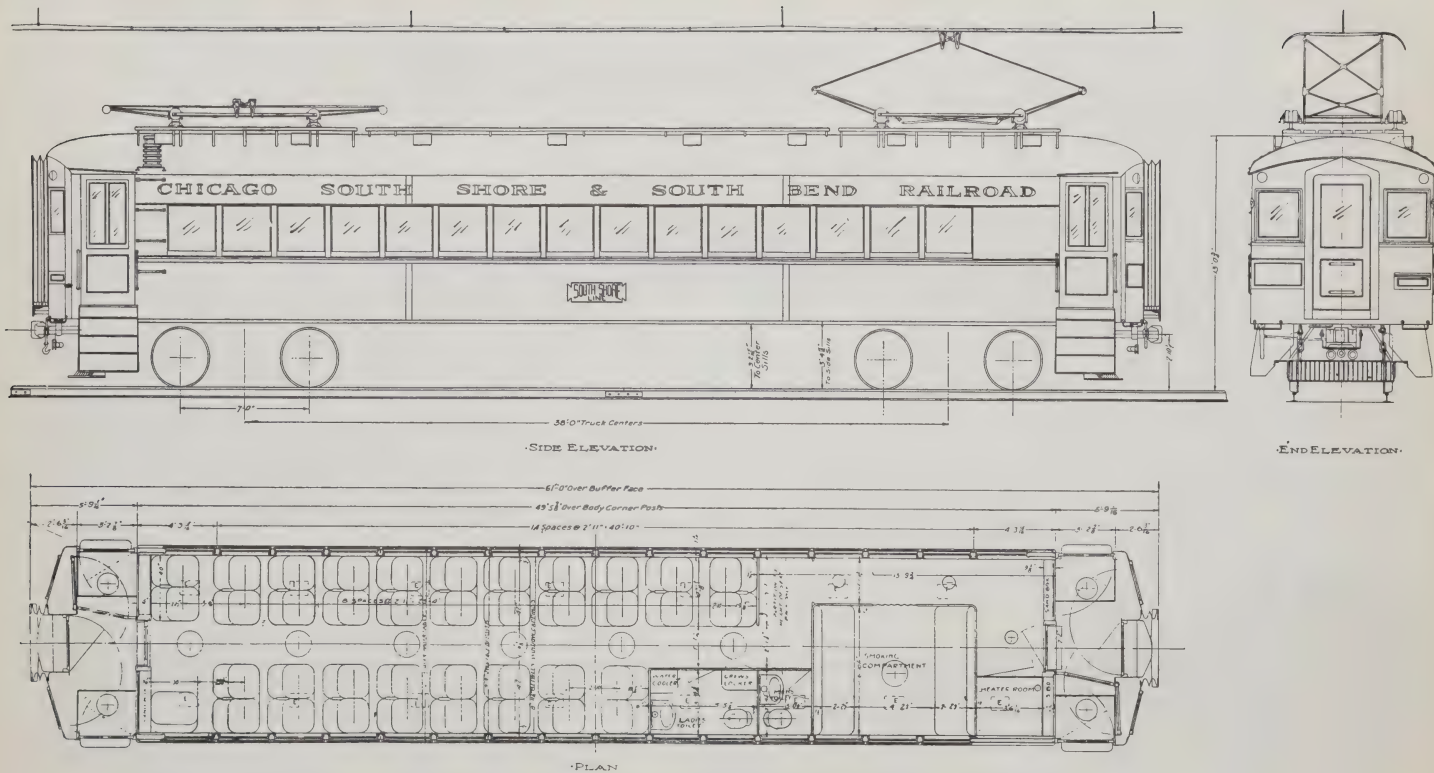
# CHICAGO SOUTH SHORE & SOUTH BEND R.R. Continued

CAR NUMBER	BUILDER	BUILT	TRUCKS	MOTORS	CONTROL	WEIGHT	SEATS	LENGTH OVERALL	WIDTH OVERALL	HEIGHT OVER ROOF	REMARKS
FREIGHT AND SERVICE CARS, Continued.											
801-803	GE	'49	Gen. Steel Castings	B-GE750	P	545600		88'-10"	10'-7"	14'-5"	3 of 20 locos. ordered for but not delivered to CS&SB.
900-903	Baldwin Westinghouse	'29	Baldwin	W360A	HB	196000		40'-1"	10'-6"	12'-11"	Acquired 1941, ex-ICRR 10000, 10003, 10002, and 10001 respectively.
1001,1002	Baldwin Westinghouse	'26	Baldwin	W358	HB	160000		39'-8"	11'-1"	12'-1"	Sold for scrap 1955.
1003	Baldwin Westinghouse	'26	Baldwin	W358	HB	160000		39'-8"	11'-1"	12'-1"	Sold for scrap 1956.
1004	Baldwin Westinghouse	'26	Baldwin	W358	HB	160000		39'-8"	11'-1"	12'-1"	Sold for scrap 1955.
1005,1006	Baldwin Westinghouse	'24	Baldwin	W562D5	HB	100000		35'-6"	9'-0"	12'-0"	*Miles & "Jke". Sold Dec. 1941. Became Niagara Jct. 11 & 10, resp. 11 resold 1950 to Cornwall St. Ry. for parts.
1007,1008	Baldwin Westinghouse	'27	Baldwin	W358	HB	160000		39'-8"	11'-1"	12'-1"	Sold for scrap 1956.
1009	Baldwin Westinghouse	'27	Baldwin	W358	HB	160000		39'-8"	11'-1"	12'-1"	Sold for scrap 1955.
1010	Baldwin Westinghouse	'27	Baldwin	W358	HB	160000		39'-8"	11'-1"	12'-1"	Sold for scrap 1957.
1011-1013	Baldwin GE	'30	Baldwin	GE704A	HB	160000		39'-8"	11'-1"	11'-11"	
1014	Baldwin Westinghouse	'31	Baldwin	W358	HB	160000		39'-8"	11'-1"	12'-1"	Sold for scrap
WORK CARS											
1075				None	None						Tool car for construction work. Rebuilt in co. shops and scrapped '31.
1100	St. Louis	'26	Baldwin	W567	HB	119700		61'-6"	10'-1"	13'-4"	Line car rebuilt 1947 from Ind RR 376
1101	Niles	'08	Baldwin	W567	HB	110000		50'-2"	10'-0"		Line car rebuilt 1927 from CLS&SB 72. Scrapped 1947.
1102				None	None						Scrapped. Lower car for line construction.
1103				None	None						Scrapped. Reel car for line construction.
1104			Arch Bar	None	None						Scrapped. Tool car for wrecking service.
1105			Arch Bar	None	None	20500					Scrapped. Reel car for line construction.
1106			Arch Bar	None	None						Tool car -- former box car. Scpd 1931
1126	Niles	'08	Baldwin	W567	HB	108000		60'-2"	10'-0"	13'-8"	Work motor rebuilt 1927 from CLS&SB 73. Scrapped 1941.
1128		'07	Bettendorf	None	None	33400		40'-0"			Flat car for work train.
1132,1133			Andrews	None	None	30700					Flat cars for work train.
1134		'16	Andrews	None	None	31800					Reel flat.
1135		'19	Andrews	None	None	35400		43'-0"			Flat car.
1136		'29	Andrews	None	None	38500		43'-0"			Flat car.
1137		'19	Dalman	None	None	37800		46'-0"			Flat car.
1150	Industrial Brown Hoist	'07		None	None	216000					100 ton wrecking crane acquired from NYC 1927, to be dieselized 6/61.
1171	Jordan	'31		None	None						53 ton Jordan spreader used for ballast and snow work.
1174		'16		None	None						Tool car -- former box car.
1177	Cleveland Eng'g. Co.	'08		None	None						Snow plow, ex CLS&SB 301 known as "Bill's Goat". Scrapped 1931.
1902,1903				None	None						Bunk cars for section work. Scrapped 1931.
FREIGHT CARS											
1054-1067	CS&SB RR		Bettendorf	None	None						Bay window, steel cabooses
1201-1207	Pressed Steel	'16		None	None			41'-9"	9'-7"	7'-9"	Gondola, steel underframe, drop ends. Capacity 100,000 lbs. See note below.
1210	CS&SB RR	'59	Dalman	None	None	65000		46'-0"		6'-9"	Gondola-High side
1225-1236				None	None			48'-6"	10'-2"		Gondola, capacity 100,000 lbs.
1250-1269	Pullman Standard	'36		None	None			48'-6"	10'-2"	6'-9"	Gondola, capacity 100,000 lbs.
1275-1290	Haffner-Thrall	'39		None	None			41'-6"	10'-3"		Scrapped. Gondola, capacity 100,000 lbs.
1300-1304	General American	'49	Bettendorf	None	None	52700		35'-3"	10'-3"	12'-10"	Covered hopper, 140,000 lbs capacity
1350-1352				None	None			31'-11"	10'-3"	11'-7"	Covered hopper, 100,000 lbs capacity
1401-1402		'16		None	None	34300		41'-9"	9'-7"		Ex-CLS&SB 200-201. 1402 scrapped. Flat cars, 100,000 lbs capacity.
1411-1416				None	None			48'-2"	10'-6"		Flat cars, 100,000 lbs capacity.
1431-1433	CS&SB RR	'54	Andrews	None	None	51900		53'-6"	10'-6"		Flat cars, 100,000 lbs capacity
1451-1456	Standard Steel	'27	Andrews	None	None	47900		60'-0"	9'-2"	3'-10"	Rebuilt 1938 from truck trailer flats.
1501-1509	Pressed Steel	'16		None	None			37'-5"	9'-4"	13'-4"	Flat cars, 80,000 lbs capacity. Ex-CLS&SB 400-408. All scrapped. Box cars, 80,000 lbs capacity

Note: Gondolas 1201-1207 ex-CLS&SB 700-706, all scrapped except 1202 and 1205, these being rebuilt for portable substation.



CHICAGO SOUTH SHORE & SOUTH BEND RAILROAD  
 Passenger motor cars #1-9 as built in 1926.  
 (CSS)



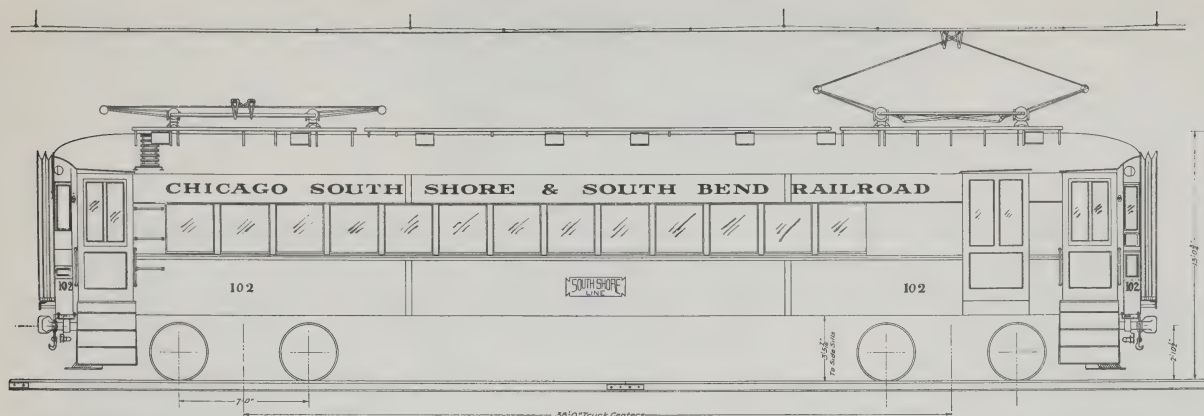
# CHICAGO SOUTH SHORE & SOUTH BEND RAILROAD

Passenger motor cars #11-15 as built in 1926.

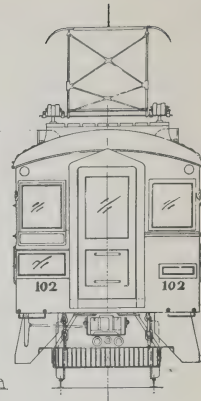
Car #10 (1929), #16-25 (1927), #26-39 (1929) were similar but were 61'-0" in overall length.

(CSS)

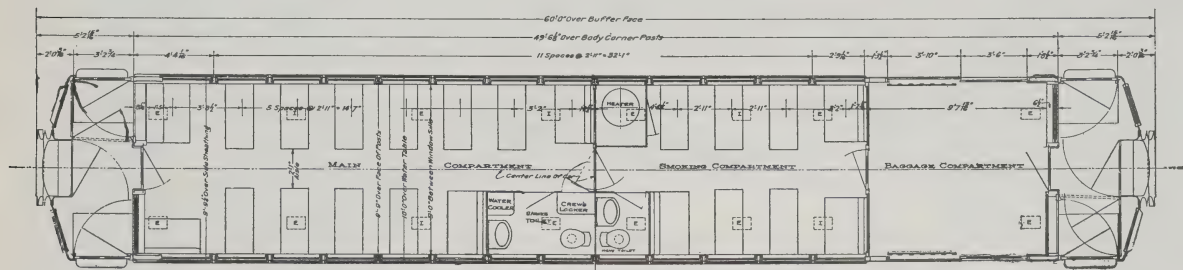




•SIDE ELEVATION•



•END ELEVATION•



•PLAN•

CHICAGO SOUTH SHORE & SOUTH BEND RAILROAD  
Baggage-passenger motor cars #100-109 as built, 1926.  
(CSS)

CHICAGO SOUTH SHORE & SOUTH BEND RAILROAD  
 Passenger trailer cars #201-210 as built in 1927.  
 Cars #211-213 (built 1929) were similar.  
 (CSS)

The roller curtain destination sign was an interesting feature of South Shore Line's cars years ago. It disappeared, along with most of the glamorous train names, with the advent of the lengthened cars. (GK)



Chicago terminal of South Shore Line (Joint with electrified Illinois Central Railroad suburban service) at Randolph Street and Michigan Boulevard, rests in the pleasant atmosphere of Grant Park, but is only a short walk from the best downtown stores in Chicago. Recent addition to the skyscrapers shown here is the magnificent new PRUDENTIAL BUILDING, built on air-rights over the IC tracks and accessible by direct passage from the station waiting room. (IC)

The "PULLMAN" type smoking compartment, rarely found on interurban lines, was characteristic of South Shore Line's steel cars #10-39 and the trailers as built. As shown in photo at right, this arrangement was like a European-style compartment, with an aisle at one side of the car. South Shore is gradually eliminating this scheme in favor of a full bulkhead and center aisle.

(PSCC)



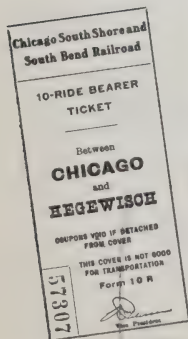


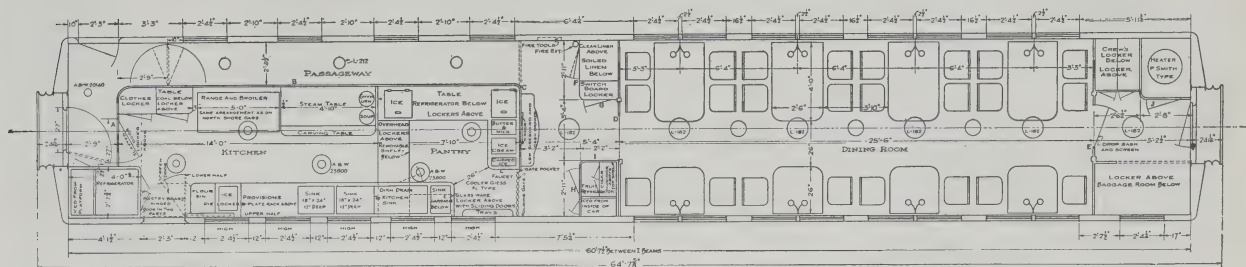
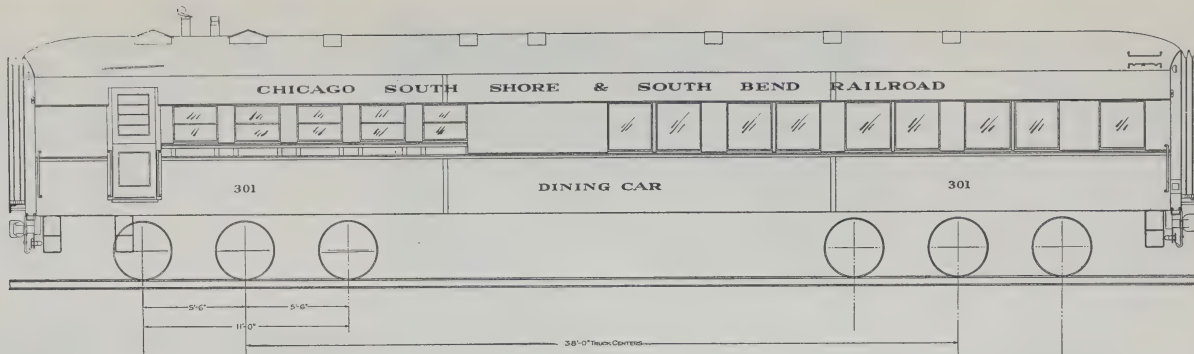


South Shore Line's two dining cars, #301-302, set the peak in weight for non-motorized electric railway passenger equipment, but made an incomparable impression as they rolled thru the streets and over the high iron. Below, #302 is recorded near the Michigan City station at Franklin Street. In the left background is the trolley wire of the Northern Indiana Railway's Michigan City-South Bend interurban. (CSS)

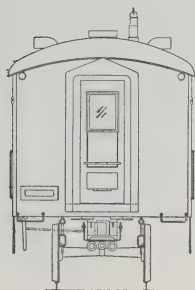


I-28





NOTE: Lower Dressing Room (see a Door to Room)  
 Remains in the Dining Car (see a Door to Room)  
 (see a Door to Room)



CHICAGO SOUTH SHORE & SOUTH BEND RAILROAD  
 Trailer dining cars #301-302 built in 1927.  
 These cars were scrapped in 1941.  
 (CSS)



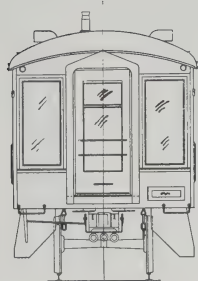
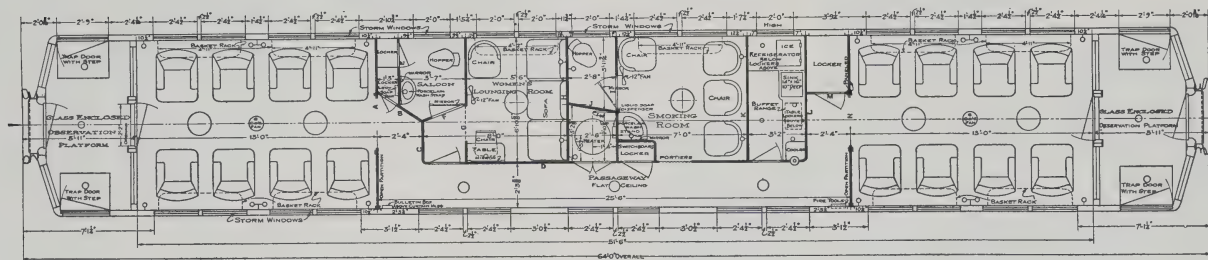
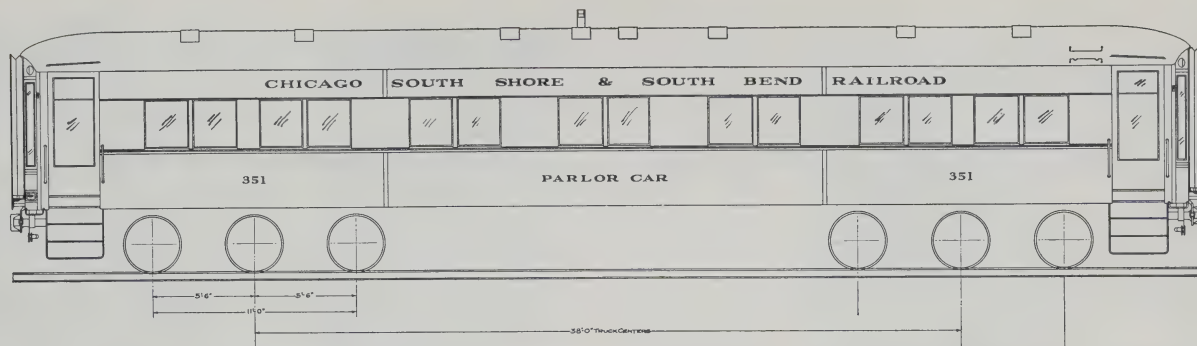
From the discontinuance of regular parlor car service in 1932 until wartime use as ordinary coaches, parlor cars #351-352 saw only occasional use for special parties, such as this CERA inspection trip run on June 19, 1939. (CSS)

An additional feature of the 1939 CERA trip was the removal of regular seating and the equipping of car #35 as a lunch counter car for the occasion. (CSS)



Early orders of steel cars were fitted with flat-backed walk-over seats upholstered in the green frieze patterned plush which was then also standard on the North Shore Line and Chicago Rapid Transit Company. (CSS)





CHICAGO SOUTH SHORE & SOUTH BEND RAILROAD  
Trailer observation-parlor cars #351-352 built 1927.  
Cars retired in 1945; see the roster for disposition.  
(CSS)



Left: Car #351 is shown during war-time period as a coach trailer. (LK)  
Below: Interior of #351 as built, and line scene on CERA special trip.



Just Below: Lighter parlor-solarium type included #353-354, the former shown here at South Bend on football special of late '30s. (VZ)

Bottom: These two parlor cars were rebuilt into coaches, before the '40s. Here we see #354, with motors #24 and #1 in Michigan City yard, '46.

(WBC)

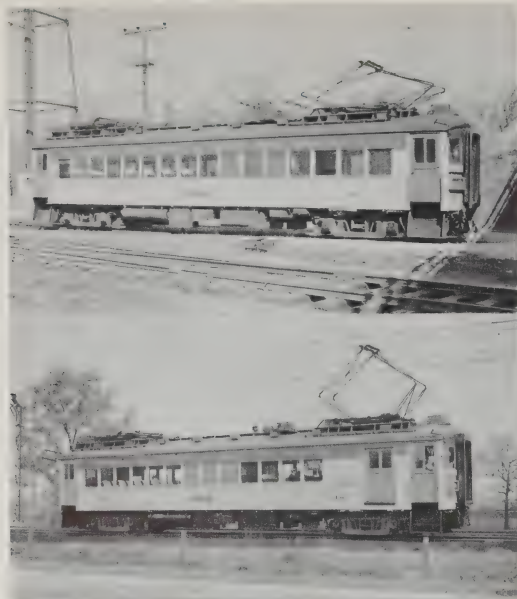
South Shore Line's solarium parlor cars #351-352 and diners #301-302 were the only 12-wheeled interurban cars in regular passenger service in the U.S.A. John Stephenson built a 12-wheeled coach demonstrator in 1904, but it got conventional 4-wheel trucks before being put to work on St. Joe Valley Railway. Piedmont & Northern rebuilt one of its standard cars into the 12-wheel business car "Caroline" in the '30s.





**CHICAGO SOUTH SHORE & SOUTH BEND RAILROAD**  
Trailer observation-parlor cars #353-354 built 1929.  
These cars were rebuilt into control trailers in 1937.  
(CSS)



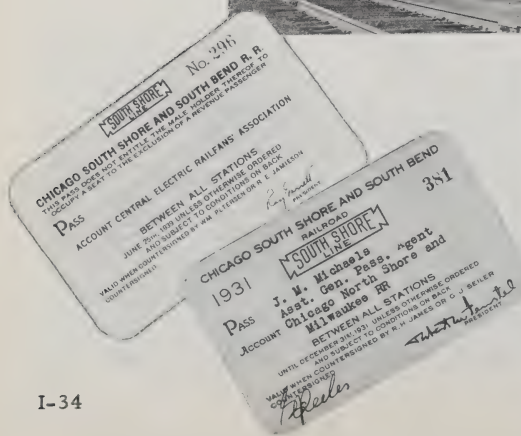


As built, South Shore Lines coaches and combines in 60 or 61 ft. length had a stubby appearance because of their height and width and the congested arrangement of undercar equipment. The lengthening to almost 80 ft. produced a more naturally proportioned design at the same time that it made an important economy in maintenance and operating costs per seat mile.

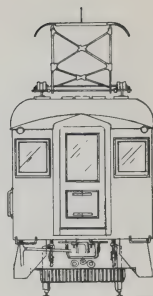
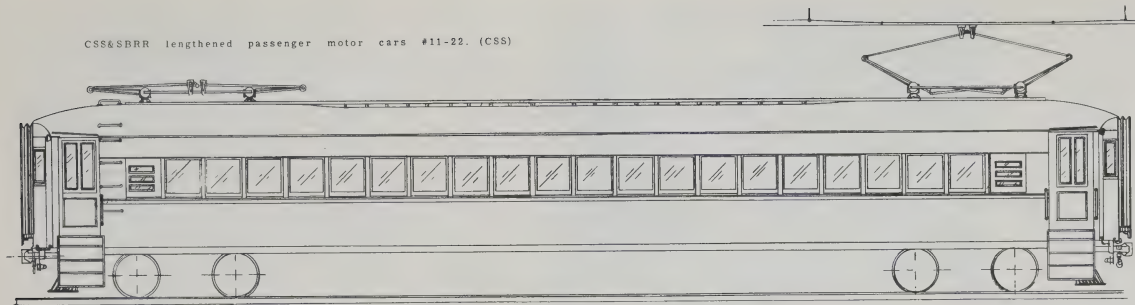
Left are cars #14 and #100 as they appeared in the middle 1930s. (GK)

Just below: First lengthened car, #15, emerged in 1942 carrying one of the two non-standard paint jobs ever applied to CSS&SB passenger cars. On #15 the lower part of the body was maroon while the upper part was orange, nearly a reverse of the standard of orange body with maroon letter-board. (MAZ) (9-20-42)

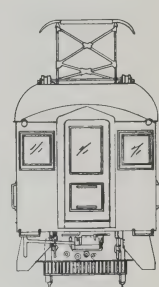
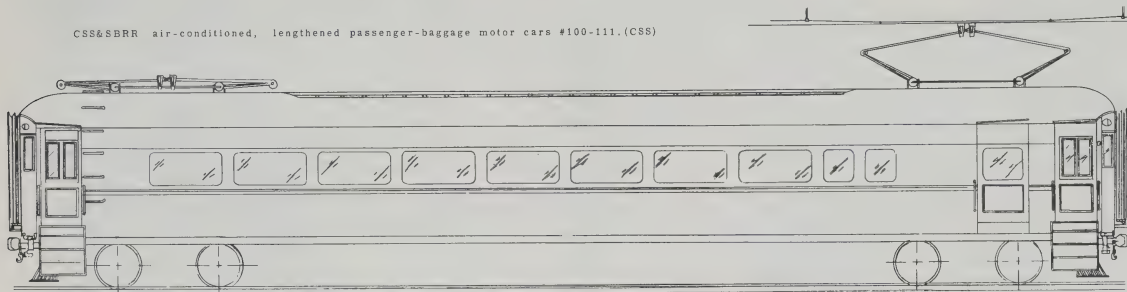
Bottom: Car #100 rolls over St. Joe River bridge at South Bend after lengthening but before air conditioning. This car had just been repainted from the other odd scheme, a red-white-and-blue War Bond livery pictured elsewhere. (CDS-7-8-47)



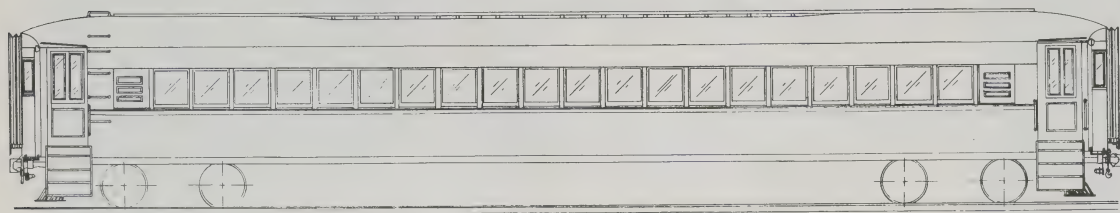
CSS&SBRR lengthened passenger motor cars #11-22. (CSS)



CSS&SBRR air-conditioned, lengthened passenger-baggage motor cars #100-111. (CSS)



CSS&SBRR lengthened passenger trailer cars #201-206. (CSS)





The project of adding 17 ft. of length to passenger cars built originally to a 60 ft. length was developed at the beginning of World War II. Each of the first few cars rebuilt emerged slightly different as the details of the plan were perfected. Car 100, shown left, the first combination baggage-passenger car to be lengthened, came out with a special red-white-and-blue paint scheme. (CSS)

Interior of car #14 shown below shows the new seating and the fluorescent lighting introduced with the lengthening project. Postwar advance in the design added picture windows, sealed against noise, draft and dirt with full air-conditioning. Non-functional side skirting was dropped from the program.... see photo of train at bottom.



Experimental microwave radio installation on car #109 at time of this photo did not work out to be justifiable on passenger cars, altho it was adopted for South Shore Line freight locomotives. Changes in design since this photo include built-in sealed beam headlights and sashless end windows edged in glazing rubber. (CSS)

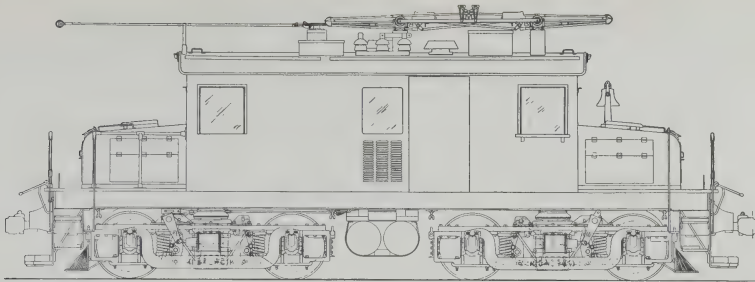






Lake Shore's entry into freight business in 1916 brought the Baldwin-Westinghouse built #505 (top, at Pullman, CSS) and #506 (center, at Shops, CEK). Below is Russell wedge plow #300 hopelessly stuck in street at Calumet despite the best efforts of passenger motor #9 and goat (box motor) #500 to overcome the 1918 blizzard. (CSS)

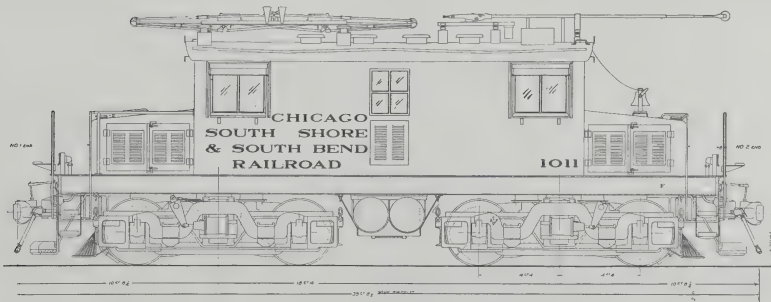




CHICAGO SOUTH SHORE & SOUTH BEND RAILROAD  
80-ton electric locomotives #1001-1004 built 1926.  
Locomotives #1007-1008 (1928) and #1009-1010 (1928)  
were similar. See the roster for disposition.  
(CSS)



CHICAGO SOUTH SHORE & SOUTH BEND RAILROAD  
53-ton electric locomotives #1005-1006 built 1927.  
Sold in 1941; see roster for disposition.  
(CSS)



CHICAGO SOUTH SHORE & SOUTH BEND RAILROAD  
85-ton electric locomotives #1011-1012 built 1930.  
See the roster for disposition.  
(CSS)





Top: For almost 20 years, mainstay of South Shore Line motive power was its 1000-class 85-ton steeple cab. (CSS)



Above and above left: Open-platform baggage trailer of uncertain origin was common sight on South Shore Line between about 1915 and 1930. After the acquisition of steel cars, the car shown was equipped with interurban type trucks and was renumbered from #800 to #501. (JDM...WBC)



Left: Here are "Mike and Ike", Baldwin 50-ton steeple cab motors #1005 and 1006, at Shops in the late 1920s. Note trolley bases without trolley poles. (JDM)



When Illinois Central Railroad shelved its plan to electrify switching operations in the Chicago area in favor of dieselization, its series 10000, 100-ton steerable cab Baldwins were graduated to heavy duty road haul service as South Shore Line's 900-class. (CSS, IC)



Sole diesel on South Shore Line's roster was acquired to help build the East Chicago line relocation, at which job she is shown with line car #1100. Acquired as Buffalo Creek #42, she is now CSS #601.

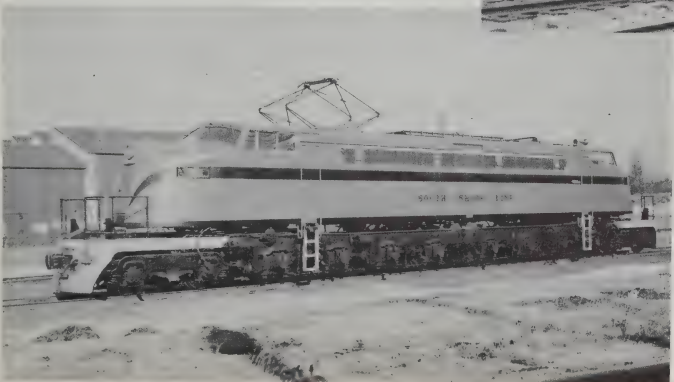


Beauty of South Shore Line's freight motors is the "Little Joe" 800-class. Built for, but never delivered to, Russia, this engine weighs 274 tons. Scene was taken at Wilson siding, westbound along US route #12. (CSS)





Most recent achievement of Michigan City shops has been the revamping of former New York Central Railroad C+C 650 v DC locomotives into 1500 v DC road haul freight locomotives. The job included both mechanical and electrical modifications of a very extensive nature and permitted the retirement of small steeple-cab motors that were unsuited for the grueling heavy duty service demanded by today's conditions.



Left: 274-ton behemoth can be loaded to 6000 horsepower under favorable conditions, but may be somewhat larger than would have been selected had it been built to order for South Shore Line. The biggest power on any short line railroad?

(All photos: MAZ)





South Shore Line owns only a very small fleet of interchange freight cars, including the modern covered hopper left (builder: General American-1949) and the flat car below (builder: CSS shops-1954).



The late C. H. Jones, General Manager, and D. E. Ferner, Superintendent of Transportation (now President), survey the unbelievable results of collision of car #107 with two low-side gondolas. Accident occurred at Goff Junction, a short distance east of Gary, on December 28th, 1948, at 12:18 AM. Car had to be unloaded from gondolas and set on dummy trucks in order to pass clearance limitations on way to shops.



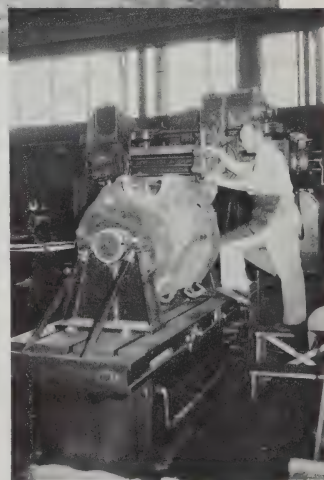


Always an exceptionally interesting place to visit, South Shore Line's Michigan City shops, ably presided over by Superintendent Merle Aldrich, have tackled some tough jobs that would have been a challenge to the big car and locomotive builders.

Above: The drop-pit alongside the main shop.

Array below shows ex-NYC #314 beginning the metamorphosis to a South Shore "700"; also details of operations in the machine shop, truck shop and in the paint shop.

(Photos: CSS)



**TIME OF WEEK DAY TRAINS**  
WEST BOUND TRAINS—SOUTH BEND TO CHICAGO

CITY & SUBURBAN		EAST BOUND		WEST BOUND		EAST BOUND		WEST BOUND	
Line	Station	Time	Time	Time	Time	Time	Time	Time	Time
1	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
2	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
3	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
4	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
5	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
6	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
7	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
8	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
9	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
10	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
11	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
12	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
13	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
14	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
15	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
16	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
17	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
18	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
19	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
20	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
21	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
22	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
23	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
24	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
25	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
26	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
27	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
28	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
29	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
30	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
31	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
32	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
33	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
34	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
35	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
36	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
37	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
38	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
39	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00

Passengers for CHICAGO will change to Illinois Central Suburban Trains at PULMAN express station.

Carry-Chicago Through Express trains shown in red. Expresses with Carry-Chicago Express in Carry Express and limited trains only.

EAST BOUND TRAINS—CHICAGO TO SOUTH DEN		EAST BOUND		WEST BOUND		EAST BOUND		WEST BOUND	
Line	Station	Time	Time	Time	Time	Time	Time	Time	Time
1	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
2	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
3	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
4	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
5	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
6	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
7	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
8	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
9	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
10	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
11	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
12	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
13	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
14	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
15	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
16	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
17	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
18	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
19	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
20	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
21	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
22	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
23	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
24	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
25	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
26	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
27	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
28	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
29	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
30	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
31	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
32	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
33	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
34	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
35	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
36	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
37	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
38	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00
39	Union	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00

[illegible][illegible]

**TIME OF SUNDAY TRAINS**  
WEST BOUND TRAINS—SOUTH BEND TO CHICAGO

[illegible][illegible][illegible]

## Change in $\Delta u$

Effective February 16, 1913, the following ticket fares will be in effect.

### ONE WAY AND ROUND TRIP TICKET FARES

Between	Woodlawn Station		Central Station		Van Buren St. Station	
	(One Way)	(Round Trip)	(One Way)	(Round Trip)	(One Way)	(Round Trip)
Gary	8 .47	8 .60	8 .52	8 .70	8 .32	8 .70
East Chicago	.82	.60	.45	.60	.45	.60
Hammond	27 .40	.40	.40	.50	.40	.50
Hegewisch	.19	.30	.31	.40	.33	.40

\*Round Trip fares will be good going on date of sale and returning not later than one day from date of sale.

## 10 RIDE TICKET FARES

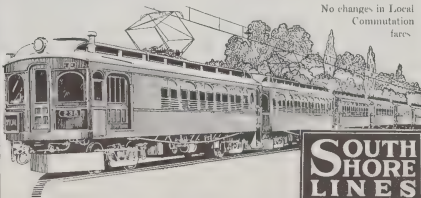
Between	Woodburn Station	Central Station Van Buren St. Station Randolph St. Station
	per Ride Ticket	per Ride Ticket
Gary	\$3.00	\$3.50
East Chicago	2.50	3.00
Hammond	2.00	2.50
Hegewisch	1.50	2.00

10. Kids tickets are good for bearer or bearer and party, and are good one year from date of sale.

Buy tickets and save money

For Local fares between Pullman and South Bend see "Rates of Fare" on opposite page.

No changes in Local  
Commutator  
A faces



# SOUTH SHORE LINES

### Rates of Fare

*Objective Feb. 12, 1912*

Between MILLMAN, ILL. (11th St.) and	Single Trip	Round Trip
Heg, 4th, Ill.	\$ .65	\$ 1.00
Barnham, Ill.	.65	.10
Hinswood, Ill.	.15	.30
East Chicago, Ind.	.20	.40
Calumet, Ind.	.20	.40
Gary, Ind.	.35	.70
Miller, Ind.	.40	.80
Duane Park, Ind.	.50	1.00
Mineral Springs, Ind.	.60	1.20
Tremont, Ind.	.85	1.50
Melrose City, Ind.	.85	1.50
Lake Park, Ind.	1.20	2.40
Hudson Lake, Ind.	1.20	2.40
New Carroll, Ind.	1.25	2.50
Lyndick, Ind.	1.40	2.80
South Bend, Ind.	1.50	3.00

## Connections

At Gary from Crown Point.  
At Michigan City for Laporte.  
At South Bend for St. Joseph.  
Berrien Springs and Niles,  
Mich., Mishawaka, Elkhart,  
Goshen, Warsaw, Winona  
Lake, Peru and other points  
in Central Indiana

In the following pages will be found replicas of selected timetables from the early years. That shown on this page was issued on February 15, 1913.

## Representative Timetables

The Chicago, Lake Shore & South Bend  
Railway Company



**SOUTH  
SHORE  
LINES**

Effective Feb. 15, 1913

The Electric Way  
between  
**CHICAGO**

PULLMAN  
HEGEWISCH  
HAMMOND  
EAST CHICAGO

**GARY**  
MICHIGAN CITY  
NEW CARLISLE

## SOUTH BEND



W. WOODS, JR. 2nd Fl.  
1012-24th City, Tex



EAST BOUND TRAINS													
STATIONS	Daily	Second Class		First Class		Second Class		First Class		Second Class		First Class	
		Rate	Time	Rate	Time	Rate	Time	Rate	Time	Rate	Time	Rate	Time
		13	83	85	15	87	89	17		13	83	85	15
00 KENNINGTON													
13 ICE-HOUSE COVER	4.25	5.65	5.85	6.25	7.00	7.35	8.35						
47 HEDGEWICK	4.35	5.47	5.63	6.25	7.02	7.37	8.33						
67 RAINBOW		5.07	5.47		7.10	7.45							
84 EAST CHICAGO	4.45	5.13	5.61	6.81	7.22	7.57	8.51						
84 CALUMET	4.57	5.25	5.68	6.57	7.28	8.03	8.57						
164 OAKY	5.10	5.40	5.83	7.10	7.45	8.20	9.07						
304 MILLER	5.18		6.44	7.15		8.21							
324 WARNER	5.23		6.60	7.21		8.25							
384 WILSON	5.25		6.57	7.29		8.33							
384 RAILY	5.29		7.12	7.34		8.40							
384 FORTSTEE	5.34		7.19	7.49		8.47							
384 KENNE	5.49		7.26	7.47		8.54							
404 SHEARDAN	5.47		7.24			8.51							
412 MIDCHAM CITY	5.54		7.30	7.55		9.08							
327 SCHOOL BORO	5.58			7.58		9.51							
424 SHOPS	5.55		8.01			10.04							
434 DAVIS	6.01		8.10			10.07							
474 SPAINVILLE	6.04		8.07			10.10							
474 WILHELM	6.07		8.10			10.14							
504 SMITH	6.10		8.14			10.18							
534 HILLDALE	6.14		8.22			10.22							
587 LAKE PARK	6.18		8.28			10.25							
619 NEW CARLEILL	6.22		8.35			10.28							
651 OLIVE	6.25		8.38			10.31							
674 WARREN	6.28		8.31			10.45							
702 FISHER	6.31		8.45										
724 KALY	6.45												
724 SOUTH BEND													
TIME TABLE NO. 54													
STATIONS	Daily	Second Class		First Class		Second Class		First Class		Second Class		First Class	
		Rate	Time	Rate	Time	Rate	Time	Rate	Time	Rate	Time	Rate	Time
		13	83	85	15	87	89	17		13 <td>83<td>85<td>15</td></td></td>	83 <td>85<td>15</td></td>	85 <td>15</td>	15
00 KENNINGTON													
13 ICE-HOUSE COVER	7.11	8.37	8.55	9.15	9.40	10.45							
47 HEDGEWICK	7.10	7.55	8.31	9.10	9.40	10.35							
67 RAINBOW		7.49	8.26			9.33	10.28						
84 EAST CHICAGO	7.20	7.42	8.20	9.02	9.27	10.22							
84 CALUMET	7.25	7.56											

Sample page from last timetable issued by Chicago Lake Shore & South Bend Ry.

Sample page from first timetable issued by Chicago South Shore & South Bend R. R.  
Timetable number 55 in effect September 27, 1925

No. 19 Trains will make a Stop at the following points:  
 Street, C., S. B. & N. I. Crossing.

No. 19 All Trains will make a Stop at S. B. & N. L. Crossing.  
 South Bend—Michigan Street. C. S. B. & N. L. Crossing.  
 South Bend—Lafayette Street. C. S. B. & N. L. Crossing.  
 South Bend—Lincoln Way. C. S. B. & N. L. Crossing.  
 South Bend—College Street. C. S. B. & N. L. Crossing.  
 South Bend—C. S. B. & W. Railroad. C. S. B. & N. L. Crossing.  
 New Carlisle City—Michigan St. C. S. B. & N. L. Crossing.  
 Michigan City—Michigan St. C. S. B. & N. L. Crossing.  
 Michigan City—Franklin Street. C. S. B. & N. L. Crossing.  
 Michigan City—Willard Street. C. S. B. & N. L. Crossing.  
 Michigan City—Yonkers Street. C. S. B. & N. L. Crossing.  
 Michigan City—Calumet. E. R. R. C. S. B. & N. L. Crossing.  
 East Chicago—Calkins. H. B. & E. R. R. Crossing.  
 East Chicago—Cook Ave. H. B. & E. R. R. Crossing.  
 East Chicago—Calkins. H. B. & E. R. R. Crossing.  
 East Chicago—Railroad Ave. H. W. & E. R. R. Crossing.  
 East Chicago—Forsythe. H. W. & E. R. R. Crossing.  
 East Chicago—Automatic Sign. H. W. & E. R. R. Crossing.  
 East Elm St. B. & O. R. R. Crossing.  
 Hammond—Calumet. Pennsylvania R. R. Crossing.  
 Hammond—Edmund Street. H. W. & E. C. S. Ry. Crossing.

Hammond—Hohmann

No. 20 ENGINES AND MOTORS

Engines 505 and 506—15 loaded cars or 30 empties  
Speed 30 miles per hour.

Motor No. 500—3 loaded cars or 5 empties  
Speed, 40 miles per hour when handling freight equipment.

Passenger Motors—2 loads or 2 empties in Express Service.  
1 load or 1 empty in Local Service.  
2 loads or 2 empties in Work Train Service.  
15 miles per hour in Work Train Service.

### SECTION OF CROSSOVERS

LOCATION - Approximately 3 1/2 miles east of  
Clark Crossover - Approximately 600 feet east of  
Calumet Crossover - Approximately one half mile east of Hammond Station.  
East Chicago Station  
East Chicago Crossover - Approximately one half mile between Hammond Station and Hegewisch Stations.  
Hammond Crossover - Approximately half way between Hammond Station and Hegewisch Stations.  
Burnham Crossover - Approximately 1,000 feet west of Hegewisch Station.  
Hegewisch Crossover - Approximately 1,000 feet east of Calumet Crossover.  
Hegewisch Station  
Dooley Crossover - Approximately 1 1/4 miles east of Kensington River Draw Bridge.  
Kensington River Draw - Approximately 1/4 mile on the incline at Kensington.

Rules herein apply to and govern all trains and employees using Joint tracks.

of all railroads

**SPECIAL NOTICE**  
Study well the **REGULATIONS FOR THE RUNNING OF TRAINS**  
AND DIRECTIONS **CONCERNING SIGNALS.** Important changes have  
been made.

**SAFETY ALWAYS**

Signed  
D. E. FERNER,  
Station

Study well the  
AND DIRECTIONS CONCERNING  
been made.

**SAFETY ALWAYS**

Approved:  
J. K. GRAY,  
General Superintendent.

Signed  
D. E. FERNER,  
Supt. Transportation.

CAPACITY OF SIDINGS		CAPACITY OF SIDINGS	
Location and Number of Automobile Black Signs Between South Bend, Ind., and Knox	West End	Location and Number of Automobile Black Signs Between South Bend, Ind., and Knox	West End
1	12	1	12
2	12	2	12
3	12	3	12
4	12	4	12
5	12	5	12
6	12	6	12
7	12	7	12
8	12	8	12
9	12	9	12
10	12	10	12
11	12	11	12
12	12	12	12
13	12	13	12
14	12	14	12
15	12	15	12
16	12	16	12
17	12	17	12
18	12	18	12
19	12	19	12
20	12	20	12
21	12	21	12
22	12	22	12
23	12	23	12
24	12	24	12
25	12	25	12
26	12	26	12
27	12	27	12
28	12	28	12
29	12	29	12
30	12	30	12
31	12	31	12
32	12	32	12
33	12	33	12
34	12	34	12
35	12	35	12
36	12	36	12
37	12	37	12
38	12	38	12
39	12	39	12
40	12	40	12
41	12	41	12
42	12	42	12
43	12	43	12
44	12	44	12
45	12	45	12
46	12	46	12
47	12	47	12
48	12	48	12
49	12	49	12
50	12	50	12
51	12	51	12
52	12	52	12
53	12	53	12
54	12	54	12
55	12	55	12
56	12	56	12
57	12	57	12
58	12	58	12
59	12	59	12
60	12	60	12
61	12	61	12
62	12	62	12
63	12	63	12
64	12	64	12
65	12	65	12
66	12	66	12
67	12	67	12
68	12	68	12
69	12	69	12
70	12	70	12
71	12	71	12
72	12	72	12
73	12	73	12
74	12	74	12
75	12	75	12
76	12	76	12
77	12	77	12
78	12	78	12
79	12	79	12
80	12	80	12
81	12	81	12
82	12	82	12
83	12	83	12
84	12	84	12
85	12	85	12
86	12	86	12
87	12	87	12
88	12	88	12
89	12	89	12
90	12	90	12
91	12	91	12
92	12	92	12
93	12	93	12
94	12	94	12
95	12	95	12
96	12	96	12
97	12	97	12
98	12	98	12
99	12	99	12
100	12	100	12



## CHICAGO SOUTH SHORE AND SOUTH BEND RAILROAD

EASTBOUND

EASTBOUND

[illegible]

PM AM AM

## CHICAGO SOUTH SHORE AND SOUTH BEND RAILROAD

## NESTBOUND

OUND

[illegible]

S—Daily except Saturday and Sunday.





Station	EASTWARD TRAINS									
	First Class	Second Class	First Class	Second Class	First Class	Second Class	First Class	Second Class	First Class	Second Class
	15	71	171	17	73	173	19	75		
STATIONS	First Class	Second Class	First Class	Second Class	First Class	Second Class	First Class	Second Class	First Class	Second Class
BRANDISLE ST. CHICAGO	1:00	1:30	2:00	2:30	3:00	3:30	4:00	4:30		
142 KENSINGTON	1:03	1:33	2:03	2:33	3:03	3:33	4:03	4:33		
154 124th STREET	1:05	1:35	2:05	2:35	3:05	3:35	4:05	4:35		
PARSONS	1:08	1:38	2:08	2:38	3:08	3:38	4:08	4:38		
BRIDGE	1:10	1:40	2:10	2:40	3:10	3:40	4:10	4:40		
165 FORD CITY	1:12	1:42	2:12	2:42	3:12	3:42	4:12	4:42		
180 HEGEVICH	1:15	1:45	2:15	2:45	3:15	3:45	4:15	4:45		
184 BURNHAM	1:18	1:48	2:18	2:48	3:18	3:48	4:18	4:48		
189 HAMMOND	1:20	1:50	2:20	2:50	3:20	3:50	4:20	4:50		
223 EAST CHICAGO	1:23	1:53	2:23	2:53	3:23	3:53	4:23	4:53		
23 CALUMET X-OVER	1:25	1:55	2:25	2:55	3:25	3:55	4:25	4:55		
23 CUDARY	1:28	1:58	2:28	2:58	3:28	3:58	4:28	4:58		
23 CLARK X-OVER	1:30	2:00	2:30	3:00	3:30	4:00	4:30	5:00		
23 AMBRIDGE	1:32	2:02	2:32	3:02	3:32	4:02	4:32	5:02		
23 BUCHANAN ST.	1:35	2:05	2:35	3:05	3:35	4:05	4:35	5:05		
23 GARY	1:38	2:08	2:38	3:08	3:38	4:08	4:38	5:08		

Station	WESTWARD TRAINS									
	First Class	Second Class	First Class	Second Class	First Class	Second Class	First Class	Second Class	First Class	Second Class
	16	72	18	74	20	76	22			
STATIONS	First Class	Second Class	First Class	Second Class	First Class	Second Class	First Class	Second Class	First Class	Second Class
BRANDISLE ST. CHICAGO	1:00	1:30	2:00	2:30	3:00	3:30	4:00	4:30		
75 KENSINGTON	1:03	1:33	2:03	2:33	3:03	3:33	4:03	4:33		
74 124th STREET	1:05	1:35	2:05	2:35	3:05	3:35	4:05	4:35		
74 PARSONS	1:08	1:38	2:08	2:38	3:08	3:38	4:08	4:38		
76 BRIDGE	1:10	1:40	2:10	2:40	3:10	3:40	4:10	4:40		
71 FORD CITY	1:12	1:42	2:12	2:42	3:12	3:42	4:12	4:42		
70 HEGEVICH	1:15	1:45	2:15	2:45	3:15	3:45	4:15	4:45		
70 BURNHAM	1:18	1:48	2:18	2:48	3:18	3:48	4:18	4:48		
69 HAMMOND	1:20	1:50	2:20	2:50	3:20	3:50	4:20	4:50		
60 EAST CHICAGO	1:23	1:53	2:23	2:53	3:23	3:53	4:23	4:53		
60 CALUMET X-OVER	1:25	1:55	2:25	2:55	3:25	3:55	4:25	4:55		
60 CUDARY	1:28	1:58	2:28	2:58	3:28	3:58	4:28	4:58		
60 CLARK X-OVER	1:30	2:00	2:30	3:00	3:30	4:00	4:30	5:00		
60 AMBRIDGE	1:32	2:02	2:32	3:02	3:32	4:02	4:32	5:02		
60 BUCHANAN ST.	1:35	2:05	2:35	3:05	3:35	4:05	4:35	5:05		
60 GARY	1:38	2:08	2:38	3:08	3:38	4:08	4:38	5:08		

Station	EASTWARD TRAINS									
	First Class	Second Class	First Class	Second Class	First Class	Second Class	First Class	Second Class	First Class	Second Class
	9	65	165	11	67	167	13	69	169	
STATIONS	First Class	Second Class	First Class	Second Class	First Class	Second Class	First Class	Second Class	First Class	Second Class
BRANDISLE ST. CHICAGO	1:00	1:30	2:00	2:30	3:00	3:30	4:00	4:30		
142 KENSINGTON	1:03	1:33	2:03	2:33	3:03	3:33	4:03	4:33		
154 124th STREET	1:05	1:35	2:05	2:35	3:05	3:35	4:05	4:35		
PARSONS	1:08	1:38	2:08	2:38	3:08	3:38	4:08	4:38		
165 FORD CITY	1:10	1:40	2:10	2:40	3:10	3:40	4:10	4:40		
180 HEGEVICH	1:12	1:42	2:12	2:42	3:12	3:42	4:12	4:42		
184 BURNHAM	1:15	1:45	2:15	2:45	3:15	3:45	4:15	4:45		
189 HAMMOND	1:18	1:48	2:18	2:48	3:18	3:48	4:18	4:48		
223 EAST CHICAGO	1:20	1:50	2:20	2:50	3:20	3:50	4:20	4:50		
23 CALUMET X-OVER	1:23	1:53	2:23	2:53	3:23	3:53	4:23	4:53		
23 CUDARY	1:25	1:55	2:25	2:55	3:25	3:55	4:25	4:55		
23 CLARK X-OVER	1:28	1:58	2:28	2:58	3:28	3:58	4:28	4:58		
23 AMBRIDGE	1:30	2:00	2:30	3:00	3:30	4:00	4:30	5:00		
23 BUCHANAN ST.	1:32	2:02	2:32	3:02	3:32	4:02	4:32	5:02		
23 GARY	1:35	2:05	2:35	3:05	3:35	4:05	4:35	5:05		
23 MILLER	1:38	2:08	2:38	3:08	3:38	4:08	4:38	5:08		
23 WAGNER	1:40	2:10	2:40	3:10	3:40	4:10	4:40	5:10		
23 WICKLIFFE	1:42	2:12	2:42	3:12	3:42	4:12	4:42	5:12		
23 WILSON	1:44	2:14	2:44	3:14	3:44	4:14	4:44	5:14		
23 BAILEY	1:46	2:16	2:46	3:16	3:46	4:16	4:46	5:16		
23 MINERAL SPRINGS	1:48	2:18	2:48	3:18	3:48	4:18	4:48	5:18		
23 PORTCHESTER	1:50	2:20	2:50	3:20	3:50	4:20	4:50	5:20		
23 FORTYFIVE	1:52	2:22	2:52	3:22	3:52	4:22	4:52	5:22		
23 KEISER	1:54	2:24	2:54	3:24	3:54	4:24	4:54	5:24		
23 LAKE SHORE	1:56	2:26	2:56	3:26	3:56	4:26	4:56	5:26		
23 SHERIDAN	1:58	2:28	2:58	3:28	3:58	4:28	4:58	5:28		
23 MICHIGAN CITY	2:00	2:30	3:00	3:30	4:00	4:30	5:00	5:30		
23 SHOPS	2:02	2:32	3:02	3:32	4:02	4:32	5:02	5:32		
23 DAVIS	2:04	2:34	3:04	3:34	4:04	4:34	5:04	5:34		
23 SPRINGVILLE	2:06	2:36	3:06	3:36	4:06	4:36	5:06	5:36		
23 WILKEL	2:08	2:38	3:08	3:38	4:08	4:38	5:08	5:38		
23 SMITH	2:10	2:40	3:10	3:40	4:10	4:40	5:10	5:40		
23 HILLSIDE	2:12	2:42	3:12	3:42	4:12	4:42	5:12	5:42		
23 LAKE PARK	2:14	2:44	3:14	3:44	4:14	4:44	5:14	5:44		
23 NEW CARLSLE	2:16	2:46	3:16	3:46	4:16	4:46	5:16	5:46		
23 OLIVE	2:18	2:48	3:18	3:48	4:18	4:48	5:18	5:48		
23 WARREN	2:20	2:50	3:20	3:50	4:20	4:50	5:20	5:50		
23 FISHER	2:22	2:52	3:22	3:52	4:22	4:52	5:22	5:52		
23 KALEY	2:24	2:54	3:24	3:54	4:24	4:54	5:24	5:54		
23 MEADE	2:26	2:56	3:26	3:56	4:26	4:56	5:26	5:56		
23 CUMMINS	2:28	2:58	3:28	3:58	4:28	4:58	5:28	5:58		
23 SOUTH BEND	2:30	3:00	3:30	4:00	4:30	5:00	5:30	6:00		

WESTWARD TRAINS											7		
Station	First Class Second Class	FIRST CLASS		SECOND CLASS		FIRST CLASS		SECOND CLASS		FIRST CLASS		SECOND CLASS	
		10	64	12	66	14	68	16	70	18	72		
		Grand Limited	Chicago Express	Grand Limited	Chicago Express	Grand Limited	Chicago Express	Grand Limited	Chicago Express	Grand Limited	Chicago Express		
STATIONS													
75 80	MANCINI & CO CHICAGO	1:00	1:30	1:30	2:00	1:00	1:30	1:30	2:00	1:00	1:30	1:30	2:00
75 72	KENSINGTON	1:03	1:33	1:33	2:03	1:03	1:33	1:33	2:03	1:03	1:33	1:33	2:03
74 73	124th STREET	1:05	1:35	1:35	2:05	1:05	1:35	1:35	2:05	1:05	1:35	1:35	2:05
74 72	PARSONS	1:08	1:38	1:38	2:08	1:08	1:38	1:38	2:08	1:08	1:38	1:38	2:08
74 71	BRIDGE	1:10	1:40	1:40	2:10	1:10	1:40	1:40	2:10	1:10	1:40	1:40	2:10
73 70	FORD CITY	1:12	1:42	1:42	2:12	1:12	1:42	1:42	2:12	1:12	1:42	1:42	2:12
73 69	HEGEWISCH	1:15	1:45	1:45	2:15	1:15	1:45	1:45	2:15	1:15	1:45	1:45	2:15
73 68	BURNHAM	1:18	1:48	1:48	2:18	1:18	1:48	1:48	2:18	1:18	1:48	1:48	2:18
69 67	HAMMOND	1:20	1:50	1:50	2:20	1:20	1:50	1:50	2:20	1:20	1:50	1:50	2:20
69 66	EAST CHICAGO	1:23	1:53	1:53	2:23	1:23	1:53	1:53	2:23	1:23	1:53	1:53	2:23
69 65	CALUMET X-OVER	1:25	1:55	1:55	2:25	1:25	1:55	1:55	2:25	1:25	1:55	1:55	2:25
69 64	CUDARY	1:28	1:58	1:58	2:28	1:28	1:58	1:58	2:28	1:28	1:58	1:58	2:28
69 63	CLARK X-OVER	1:30	2:00	2:00	2:30	1:30	2:00	2:00	2:30	1:30	2:00	2:00	2:30
69 62	AMBRIDGE	1:32	2:02	2:02	2:32	1:32	2:02	2:02	2:32	1:32	2:02	2:02	2:32
69 61	BUCHANAN ST.	1:35	2:05	2:05	2:35	1:35	2:05	2:05	2:35	1:35	2:05	2:05	2:35
59 60	GARY	1:38	2:08	2:08	2:38	1:38	2:08	2:08	2:38	1:38	2:08	2:08	2:38
59 59	MILLER	1:40	2:10	2:10	2:40	1:40	2:10	2:10	2:40	1:40	2:10	2:10	2:40
59 58	WAGNER	1:42	2:12	2:12	2:42	1:42	2:12	2:12	2:42	1:42	2:12	2:12	2:42
59 57	WICKLIFFE	1:44	2:14	2:14	2:44	1:44	2:14	2:14	2:44	1:44	2:14	2:14	2:44
59 56	WILSON	1:46	2:16	2:16	2:46	1:46	2:16	2:16	2:46	1:46	2:16	2:16	2:46
59 55	BAILEY	1:48	2:18	2:18	2:48	1:48	2:18	2:18	2:48	1:48	2:18	2:18	2:48
59 54	MINERAL SPRINGS	1:50	2:20	2:20	2:50	1:50	2:20	2:20	2:50	1:50	2:20	2:20	2:50
59 53	FORTYFIVE	1:52	2:22	2:22	2:52	1:52	2:22	2:22	2:52	1:52	2:22	2:22	2:52
59 52	KEISER	1:54	2:24	2:24	2:54	1:54	2:24	2:24	2:54	1:54	2:24	2:24	2:54
59 51	LAKE SHORE	1:56	2:26	2:26	2:56	1:56	2:26	2:26	2:56	1:56	2:26	2:26	2:56
59 50	SHERIDAN	1:58	2:28	2:28	2:58	1:58	2:28	2:28	2:58	1:58	2:28	2:28	2:58
59 49	MICHIGAN CITY	2:00	2:30	2:30	3:00	2:00	2:30	2:30	3:00	2:00	2:30	2:30	3:00
59 48	SHOPS	2:02	2:32	2:32	3:02	2:02	2:32	2:32	3:02	2:02	2:32	2:32	3:02
59 47	DAVIS	2:04	2:34	2:34	3:04	2:04	2:34	2:34	3:04	2:04	2:34	2:34	3:04
59 46	SPRINGVILLE	2:06	2:36	2:36	3:06	2:06	2:36	2:36	3:06	2:06	2:36	2:36	3:06
59 45	WILKEL	2:08	2:38	2:38	3:08	2:08	2:38	2:38	3:08	2:08	2:38	2:38	3:08
59 44	SMITH	2:10	2:40	2:40	3:10	2:10	2:40	2:40	3:10	2:10	2:40	2:40	3:10
59 43	HILLSIDE	2:12	2:42	2:42	3:12	2:12	2:42	2:42	3:12	2:12	2:42	2:42	3:12
59 42	LAKE PARK	2:14	2:44	2:44	3:14	2:14	2:44	2:44	3:14	2:14	2:44	2:44	3:14
59 41	NEW CARLSLE	2:16	2:46	2:46	3:16	2:16	2:46	2:46	3:16	2:16	2:46	2:46	3:16
59 40	OLIVE	2:18	2:48	2:48	3:18	2:18	2:48	2:48	3:18	2:18	2:48	2:48	3:18
59 39	WARREN	2:20	2:50	2:50	3:20	2:20	2:50	2:50	3:20	2:20	2:50	2:50	3:20
59 38	FISHER	2:22	2:52	2:52	3:22	2:22	2:52	2:52	3:22	2:22	2:52	2:52	3:22
59 37	KALEY	2:24	2:54	2:54	3:24	2:24	2:54	2:54	3:24	2:24	2:54	2:54	3:24
59 36	MEADE	2:26	2:56	2:56	3:26	2:26	2:56	2:56	3:26	2:26	2:56	2:56	3:26
59 35	CUMMINS	2:28	2:58	2:58	3:28	2:28	2:58	2:58	3:28	2:28	2:58	2:58	3:28
59 34	SOUTH BEND	2:30	3:00	3:00	3:30	2:30	3:00	3:00	3:30	2:30	3:00	3:00	3:30



EASTWARD TRAINS										
STATIONS	81	27	83	29	31	33	35	501		
STATIONS	81	27	83	29	31	33	35	501		
12 KENSINGTON	6:58	7:25	7:53	8:23	8:53	9:23	10:50	11:21	11:30	
13 1248 STREET	6:59	7:26	7:54	8:24	8:54	9:24	10:51	11:22		
14 PARSONS	6:59	7:26	7:54	8:24	8:54	9:24	10:51	11:22		
15 BRIDGE	6:59	7:26	7:54	8:24	8:54	9:24	10:51	11:22		
16 FORD CITY	6:59	7:26	7:54	8:24	8:54	9:24	10:51	11:22		
17 HIGGINS	7:02	7:29	7:56	8:26	8:56	9:26	10:52	11:23		
18 BURNHAM	7:03	7:30	7:57	8:27	8:57	9:27	10:53	11:24		
19 HAMMOND	7:07	7:33	8:01	8:31	9:01	9:31	10:57	11:28		
20 EAST CHICAGO	7:13	7:39	8:07	8:37	9:07	9:37	10:53	11:27		
21 CALUMET X-OVER	7:19	7:45	8:13	8:43	9:13	9:43	10:59	11:31		
22 CUDAHY	7:21	7:48	8:16	8:46	9:16	9:46	10:55	11:33		
23 CLARK X-OVER	7:23	7:49	8:17	8:47	9:17	9:47	10:55	11:33		
24 AMBRIDGE	7:25	7:51	8:19	8:49	9:19	9:49	10:57	11:35		
25 BUCHANAN ST.	7:27	7:53	8:21	8:51	9:21	9:51	10:59	11:37		

WESTWARD TRAINS										
STATIONS	28	82	182	30	32	34	36	38	40	
STATIONS	28	82	182	30	32	34	36	38	40	
12 KENSINGTON	7:52	7:53	7:53	7:53	7:53	7:53	7:53	7:53	7:53	
13 1248 STREET	7:59	8:01	8:01	8:01	8:01	8:01	8:01	8:01	8:01	
14 PARSONS	7:59	8:01	8:01	8:01	8:01	8:01	8:01	8:01	8:01	
15 BRIDGE	7:57	8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00	
16 FORD CITY	7:55	8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00	
17 HIGGINS	7:53	8:04	8:04	8:04	8:04	8:04	8:04	8:04	8:04	
18 BURNHAM	7:51	8:22	8:22	8:22	8:22	8:22	8:22	8:22	8:22	
19 HAMMOND	7:45	8:16	8:16	8:16	8:16	8:16	8:16	8:16	8:16	
20 EAST CHICAGO	7:39	8:09	8:09	8:09	8:09	8:09	8:09	8:09	8:09	
21 CALUMET X-OVER	7:37	8:07	8:07	8:07	8:07	8:07	8:07	8:07	8:07	
22 CUDAHY	7:35	8:05	8:05	8:05	8:05	8:05	8:05	8:05	8:05	
23 CLARK X-OVER	7:32	8:02	8:02	8:02	8:02	8:02	8:02	8:02	8:02	
24 AMBRIDGE	7:27	8:01	8:01	8:01	8:01	8:01	8:01	8:01	8:01	

EASTWARD TRAINS										
STATIONS	43	21	77	45	23	79	25			
STATIONS	43	21	77	45	23	79	25			
12 KENSINGTON	4:53	4:53	4:53	4:53	4:53	4:53	4:53			
13 1248 STREET	4:53	4:53	4:53	4:53	4:53	4:53	4:53			
14 PARSONS	4:53	4:53	4:53	4:53	4:53	4:53	4:53			
15 BRIDGE	4:53	4:53	4:53	4:53	4:53	4:53	4:53			
16 FORD CITY	4:53	4:53	4:53	4:53	4:53	4:53	4:53			
17 HIGGINS	4:53	4:53	4:53	4:53	4:53	4:53	4:53			
18 BURNHAM	4:53	4:53	4:53	4:53	4:53	4:53	4:53			
19 HAMMOND	4:53	4:53	4:53	4:53	4:53	4:53	4:53			
20 EAST CHICAGO	4:41	4:41	4:41	4:41	4:41	4:41	4:41			
21 CALUMET X-OVER	4:47	4:47	4:47	4:47	4:47	4:47	4:47			
22 CUDAHY	4:41	4:41	4:41	4:41	4:41	4:41	4:41			
23 CLARK X-OVER	4:41	4:41	4:41	4:41	4:41	4:41	4:41			
24 AMBRIDGE	4:43	4:43	4:43	4:43	4:43	4:43	4:43			
25 BUCHANAN ST.	4:44	4:44	4:44	4:44	4:44	4:44	4:44			
26 GARY	4:57	4:57	4:57	4:57	4:57	4:57	4:57			
27 MILLER	5:07	5:07	5:07	5:07	5:07	5:07	5:07			
28 WAGNER	5:17	5:17	5:17	5:17	5:17	5:17	5:17			
29 WICKLIFFE	5:19	5:19	5:19	5:19	5:19	5:19	5:19			
30 WILSON	5:21	5:21	5:21	5:21	5:21	5:21	5:21			
31 MINERAL SPRINGS	5:27	5:27	5:27	5:27	5:27	5:27	5:27			
32 PORTCHESTER	5:28	5:28	5:28	5:28	5:28	5:28	5:28			
33 FORTYTHREE	5:30	5:30	5:30	5:30	5:30	5:30	5:30			
34 KEESER	5:36	5:36	5:36	5:36	5:36	5:36	5:36			
35 LAKE SHORE	5:38	5:38	5:38	5:38	5:38	5:38	5:38			
36 SHERIDAN	5:41	5:41	5:41	5:41	5:41	5:41	5:41			
37 MICHAEL CITY	5:50	5:50	5:50	5:50	5:50	5:50	5:50			
38 SHOPS	5:44	5:44	5:44	5:44	5:44	5:44	5:44			
39 DAVIS	5:47	5:47	5:47	5:47	5:47	5:47	5:47			
40 SPRINGVILLE	5:50	5:50	5:50	5:50	5:50	5:50	5:50			
41 WILHELM	5:53	5:53	5:53	5:53	5:53	5:53	5:53			
42 SMITH	5:56	5:56	5:56	5:56	5:56	5:56	5:56			
43 HILLDALE	5:59	5:59	5:59	5:59	5:59	5:59	5:59			
44 LAKE PARK	6:03	6:03	6:03	6:03	6:03	6:03	6:03			
45 NEW CARLEISLE	6:06	6:06	6:06	6:06	6:06	6:06	6:06			
46 OLIVE	6:10	6:10	6:10	6:10	6:10	6:10	6:10			
47 WARREN	6:15	6:15	6:15	6:15	6:15	6:15	6:15			
48 FISHER	6:18	6:18	6:18	6:18	6:18	6:18	6:18			
49 KILLY	6:21	6:21	6:21	6:21	6:21	6:21	6:21			
50 MAIZE	6:23	6:23	6:23	6:23	6:23	6:23	6:23			
51 CUMMINS	6:27	6:27	6:27	6:27	6:27	6:27	6:27			
52 SOUTH BEND	6:30	6:30	6:30	6:30	6:30	6:30	6:30			

WESTWARD TRAINS										
STATIONS	76	176	24	78	178	26	80	180	502	
STATIONS	76	176	24	78	178	26	80	180	502	
12 KENSINGTON	6:00	6:00	6:00	6:00	6:00	6:00	6:00	6:00	6:00	
13 KENSINGTON	6:00	6:00	6:00	6:00	6:00	6:00	6:00	6:00	6:00	
14 1248 STREET	6:03	6:03	6:03	6:03	6:03	6:03	6:03	6:03	6:03	
15 PARSONS	6:01	6:01	6:01	6:01	6:01	6:01	6:01	6:01	6:01	
16 BRIDGE	6:00	6:00	6:00	6:00	6:00	6:00	6:00	6:00	6:00	
17 FORD CITY	6:02	6:02	6:02	6:02	6:02	6:02	6:02	6:02	6:02	
18 HIGGINS	6:00	6:00	6:00	6:00	6:00	6:00	6:00	6:00	6:00	
19 BURNHAM	6:04	6:04	6:04	6:04	6:04	6:04	6:04	6:04	6:04	
20 HAMMOND	6:02	6:02	6:02	6:02	6:02	6:02	6:02	6:02	6:02	
21 EAST CHICAGO	6:10	6:10	6:10	6:10	6:10	6:10	6:10	6:10	6:10	
22 CALUMET X-OVER	6:10	6:10	6:10	6:10	6:10	6:10	6:10	6:10	6:10	
23 CUDAHY	6:07	6:07	6:07	6:07	6:07	6:07	6:07	6:07	6:07	
24 CLARK X-OVER	6:05	6:05	6:05	6:05	6:05	6:05	6:05	6:05	6:05	
25 AMBRIDGE	6:02	6:02	6:02	6:02	6:02	6:02	6:02	6:02	6:02	
26 BUCHANAN ST.	6:01	6:01	6:01	6:01	6:01	6:01	6:01	6:01	6:01	
27 GARY	6:00	6:00	6:00	6:00	6:00	6:00	6:00	6:00	6:00	
28 MILLER	6:02	6:02	6:02	6:02	6:02	6:02	6:02	6:02	6:02	
29 WAGNER	6:03	6:03	6:03	6:03	6:03	6:03	6:03	6:03	6:03	
30 WICKLIFFE	6:04	6:04	6:04	6:04	6:04	6:04	6:04	6:04	6:04	
31 WILSON	6:05	6:05	6:05	6:05	6:05	6:05	6:05	6:05	6:05	
32 MINERAL SPRINGS	6:04	6:04	6:04	6:04	6:04	6:04	6:04	6:04	6:04	
33 PORTCHESTER	6:03	6:03	6:03	6:03	6:03	6:03	6:03	6:03	6:03	
34 FORTYTHREE	6:03	6:03	6:03	6:03	6:03	6:03	6:03	6:03	6:03	
35 KEESER	6:04	6:04	6:04	6:04	6:04	6:04	6:04	6:04	6:04	
36 LAKE SHORE	6:07	6:07	6:07	6:07	6:07	6:07	6:07	6:07	6:07	
37 SHERIDAN	6:06	6:06	6:06	6:06	6:06	6:06	6:06	6:06	6:06	
38 MICHAEL CITY	6:15	6:15	6:15	6:15	6:15	6:15	6:15	6:15	6:15	
39 SHOPS	6:05	6:05	6:05	6:05	6:05	6:05	6:05	6:05	6:05	
40 DAVIS	6:04	6:04	6:04	6:04	6:04	6:04	6:04	6:04	6:04	
41 SPRINGVILLE	6:05	6:05	6:05	6:05	6:05	6:05	6:05	6:05	6:05	
42 WILHELM	6:03	6:03	6:03	6:03	6:03	6:03	6:03	6:03	6:03	
43 SMITH	6:03	6:03	6:03	6:03	6:03	6:03	6:03	6:03	6:03	
44 HILLDALE	6:07	6:07	6:07	6:07	6:07	6:07	6:07	6:07	6:07	
45 LAKE PARK	6:04	6:04	6:04	6:04	6:04	6:04	6:04	6:04	6:04	
46 NEW CARLEISLE	6:01	6:01	6:01	6:01	6:01	6:01	6:01	6:01	6:01	
47 OLIVE	6:07	6:07	6:07	6:07	6:07	6:07	6:07	6:07	6:07	
48 WARREN	6:15	6:15	6:15	6:15	6:15	6:15	6:15	6:15	6:15	
49 FISHER	6:12	6:12	6:12	6:12	6:12	6:12	6:12	6:12	6:12	
50 KILLY	6:09	6:09	6:09	6:09	6:09	6:09	6:09	6:09	6:09	
51 MAIZE	6:03	6:03	6:03	6:03	6:03	6:03	6:03	6:03	6:03	
52 CUMMINS	6:03	6:03	6:03	6:03	6:03	6:03	6:03	6:03	6:03	
53 SOUTH BEND	6:00	6:00	6:00	6:00	6:00	6:00	6:00	6:00	6:00	

# C. S. S. & S. B. R. R. Operating timetable #66 April 29, 1928

## SPECIAL INSTRUCTIONS

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**STUDY WELL THE REGULATIONS FOR THE RUNNING OF TRAINS AND INSTRUCTIONS CONCERNING SIGNALS. IMPORTANT CHANGES HAVE BEEN MADE.**  
 Rules herein apply to and govern all trains and employees of all railroads using the track.  
 Trains of this Railroad will be governed by rules, special instructions, and time tables of foreign railroads while operating thereon.

**1. Standard Time.**  
 Employees concerned in the movement of trains must compare watches with designated standard clock or clock and receive standard time from Train Dispatcher, registering the time compared on the prescribed form and must compare time with each other before starting on each trip or commencing the day's work.

**Location of standard clocks:**  
 Hammond (ticket office) Michigan City (ticket office)  
 Gary (ticket office) Shipshewer (ticket office)  
 South Bend (ticket office)

**2. Bulletin Boards.**  
 Employees concerned in the movement of trains must read and familiarize themselves with all bulletin instructions before starting on each trip or commencing the day's work; also when registering at Gary.

**Location of bulletin boards:**  
 Randolph St. Gary Station (register room), Michigan City (trainmen's room), Shipshewer (dispatcher's office), South Bend (trainmen's room).

**3. Train Register.**  
 All trains must register at initial and terminal stations except trains originating or terminating at non-register stations, in which event conductors must advise train dispatcher by phone arrival or departure time.  
 Conductors must personally check and register all information on train register, and if in doubt confer with information and dispatcher before proceeding.

**Location of train registers:**  
 Gary (register booth), South Bend (trainmen's room).

**4. Train Orders.**  
 Train orders will be numbered consecutively, beginning at 12:01 a. m. with No. 1.

**5. Location of Train Order Signals:**  
 New Carlisle (Passenger Station). Single arm square and semaphore signal govern movements in either direction.

**NOTE:** The indications displayed by the above named train order signal is as follows:

Position	Color	Indication
Horizontal	Red	Stop for orders
Diagonal	Green	Proceed

**Michigan City and Gary, (passenger station).** Two indication color light type train order signal, one from the right-hand side of the track as seen from the approaching train will govern. Its indications are as follows:

**Red—stop for orders.**  
**Green—proceed.**

**Shops.** Two indication-color light type train order signal placed on a single mast facing south and north. Indication as seen from the approaching train will govern.

Trains must not pass a train order signal when stop indication is displayed. Conductor and locomotive must each receive the proper clearance card and all orders addressed to that train. Train may then proceed when train order signal displays proceed indication. If train order signal is displayed for another train, it must be so stated on clearance card before train may proceed against the stop indication.

**6. Double Track.**  
 Shops. Two indication-color light type train order signal, one from the westward train will use the north or right hand track, Gary to Kensington.  
 Eastward trains will use the south or right-hand track, Kensington to Gary.

**Michigan City.** Trains will use the right hand track.  
 Shipshewer. From west end of Shop siding to Shop cross over just

east of Rooster Ave. Trains will use the left hand track.  
 West of Rooster Ave. Trains will use the right hand track.

**7. Time Table Rules.**  
 (a) The time table indicates herein cover a period from 12:01 a. m. to 12:01 a. m. of a calendar day.

(b) Regular trains three hours behind their schedule time lose both right and class and can thereafter proceed by train order only.

(c) Schedule meeting or passing points are indicated by figures in full-track time.

(d) Both the arriving and leaving times of a train are in full-track time when both are meeting or passing times, or when one or more trains are to meet or pass it between those times.

(e) Attention is called to meeting and passing points by small figures in addition to the full-track time showing the number of the trains to be met or passed.

(f) Wickliff, Mineral Springs, Port Chester, Sagunaw, Lyndick and Berdier drive are shown in the station column in Gothic type and the time shown at these stations must not be used for the clearing of trains as signals are not available at these points.

(g) Meeting or passing points at the ends of double track and at terminal stations will be shown in schedule when the difference in the time of trains is five minutes or less.

(h) Trains scheduled to leave terminals at 11:59 a. m. will leave at 12:01 a. m. and those scheduled to leave at 11:59 p. m. will leave at 12:01 a. m.

(i) The following signs or symbols, when placed before the figures of the schedule, indicate:

A—Arrive.  
 B—Stop on signal to discharge Chicago passengers.  
 C—Stop on signal to receive passengers for points on Chicago Terminal where train is scheduled to stop.

D—Stop on signal to receive or discharge passengers.  
 Sunday only.  
 F—Stop on signal to receive or discharge passengers.  
 Sunday only.

G—Stop on signal to receive or discharge passengers daily except Saturday and Sunday.  
 H—Stop on signal to discharge passengers from Michigan City and Hammond east.

X—Stop on signal to receive passengers, Sunday only.  
 M—Stop on flag to receive passengers only for Michigan City and points west where train is scheduled to stop.

P—Stop on flag to receive passengers only for Michigan City and points east where train is scheduled to stop.  
 R—Stop on signal to discharge passengers, Saturday only.

S—Stop on signal to receive revenue passengers only.  
 W—Stop on signal to discharge revenue passengers only.

(j) Symbols are used at various points where stations are not located and are as follows:

Calumet Crossover	.....	Calumet
Clark Crossover	.....	Clark Road
Wagner Siding	.....	Long Lake
Miller Siding	.....	Baillytown
Forsyth Siding	.....	Thermon
Quincy Siding	.....	Bentley

The symbols used at Lake Park will also apply at Hudson Lake and at Buchanan. St. will also apply at Tyler St., Gary.

Local trains will stop on signal to receive or discharge passengers at all local points in addition to those shown in the time table.

**8. Train Movements:**  
 (a) All passengers from, or destined to stations on Chicago Terminal will be conducted "Chicago Passengers."

(b) Trains of the first class are superior to those of the second; trains of the second class are superior to those of the third; and so on.

(c) Westward trains are superior to eastward trains, and have right over eastward trains of the same class.

(d) At meeting points between trains of the same class, the inferior train must clear the main track before leaving time of superior train.

## SPECIAL INSTRUCTIONS - Continued

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(d) At meeting points between trains of different classes, the inferior train must take the siding and clear the superior train at least three minutes before.

(e) At meeting points between trains of the same class, eastward trains will take siding, unless train required by rule to proceed as prescribed by rule No. 99 in book of rules.

(f) A train failing to clear main track by time required by rule must be protected as prescribed by rule No. 99 in book of rules.

(g) If necessary to clear, the train must properly be protected as prescribed by rule No. 99, unless otherwise provided.

(h) Unless some form of block signal is used, trains in the same direction must keep at least five minutes apart, except in closing up at stations.

(i) After a train clears main track and all switches are properly set and locked, Conductor must stop to the side of track opposite switch stand and remain in full view of the approaching train with white lantern in full view at night.

(j) At meeting points between extra trains the train moving in the superior direction will hold main track unless otherwise ordered.

(k) When a train of any class clears the main track and switches are properly set to allow a train to pass at night, markers must be turned so as to show Green to the rear of train.

(l) Trains must stop at schedule meeting or passing points, if the train is to be met or passed of the same class, unless the switches are right and the track clear. Trains should stop clear of the switch used by the train to be met or passed in going in the siding.

(m) When the expected train of the same class is not found at the schedule meeting or passing point, the superior train must approach all sidings prepared to stop. Until the expected train is met or passed.

(n) All trains, regardless of class, will approach all schedule meeting or passing points under control prepared to stop and will not exceed a speed greater than thirty (30) miles per hour at facing point spring switch.

(o) Upon approaching a time limit meeting point, or a station or siding for which a train holds meeting orders or orders affecting that train, the Motorman must give two long and one short blast of the whistle, indicating that he has orders affecting his train at that point. Conductor will answer this signal if Motorman fails to give signal the conductor will stop train at that point.

This rule is to be interpreted to mean that this signal must be given approaching all meeting or passing points, whether "Time Table or Train" or "Station" or when a train is approaching a station or a siding to clear the time of another train.

(p) Joint tracks of C. S. & S. B. Railroad will be protected by Illinois Central trains on the joint track and permit Illinois Central trainmen to ride extra trains on the joint track to assist them in protecting their movements.

All Illinois Central trains through the Interlocking Plant at Kensington, Illinois, enroute, that are to use the joint tracks, must be protected by Illinois Central trainmen at Kensington Tower. For the turn movement from the Ice-house Crossover, all I. C. B. Railroad trains must be protected by telephone and receive such verbal orders as are necessary. In case of failure of telephone communication, crews may use the joint tracks within yard limits by protecting as per Rule 99.

(q) Michigan Central engines or trains using the joint tracks at the Ice-house Crossover must not enter or use any part of the joint tracks until they have called and received instructions from the C. S. & S. B. Dispatcher. After receiving instructions flagmen will proceed with movement of the trains or engines entering the joint tracks, one-half mile with proper equipment. In case of failure of telephone communication, Michigan Central engines or trains may use the joint tracks within yard limits by protecting as per Rule 99.

**9. Speed Restrictions:**  
 South Bend—Terminal to Meade St. .... 15 miles per hour  
 Reverse curve west of Meade St. .... 10 miles per hour

Gary—K. J. & E. R. R. Bolt Works	.....	30 miles per hour
Gary—Broadway, Gary Street	.....	25 " "
I. H. B. crossing near Shipshewer	.....	30 " "
E. J. & E. Overland	.....	30 " "

East Chicago—Approaching Chicago Avenue	.....	25 " "
From grade right-of-way westbound	.....	25 " "
East Chicago—Greisler	.....	10 " "
Ford City Curve	.....	10 " "

The speed of a train will ordinarily be that of its schedule; but in cases of delay, may be so moderately increased as in the judgment of the motorman and conductor will be safe, and no speed reduction will be required in case of delay, fog or stormy weather do not attempt to make up lost time, take extraordinary precautions at switches and at all places where authority to proceed depends upon signals.

Trains must use caution and watch bell when passing a train receiving or discharging passengers at a station, and must not pass between it and the platform at which the passengers are being received or discharged. Special care must be exercised in passing stations where passengers cross the tracks. Trains must be under full control at such points.

Conductors on all trains must warn passengers of the danger of crossing other tracks after sighting from trains.

**10. Interlocking Signals and Plaques:**

Location	Position	Color	Indication
Kensington (I. C. R. R. I. T.)	Horizontal	Red	Stop
Drawbridge (Calumet River)	Horizontal	Purple	Stop
Burnham (I. H. B. R.)	Diagonal	Yellow	Proceed with caution
State Line (I. H. B. R.)	Diagonal	Green	Proceed
Shoreman Tower (I. C. & E. R. R.)			

The positive or home signal at Calumet River Draw Bridge is a one unit two indication color light type signal.

Trains will approach these signals under control, expecting to find them set at stop position.

The governing arm is displayed to the right or left of the signal must be seen from an approaching train in the direction in which it is moving, and the indications are given by positions as above.

**11. Railroad Signals not Interlocked:**  
 All trains will make stop at the following points:

South Bend—Michigan Street, C. S. & S. B. I. Crossing	.....	Display when crossing
Main Street	.....	Except green traffic signals
South Bend—Lafayette Street	.....	
South Bend—Lincoln Way West, C. S. & S. B. I. Crossing	.....	
South Bend—College Street, M. C. R. B. Crossing	.....	
South Bend—Kales Spring, C. S. & S. B. I. Crossing	.....	
New Carlisle—C. S. & S. B. I. Crossing	.....	
Michigan City—Shipshewer, C. S. & S. B. I. Crossing	.....	
Michigan City—Michigan Street, C. S. & S. B. I. Crossing	.....	
Michigan City—Clark Street, C. S. & S. B. I. Crossing	.....	
Michigan City—W. 10th Street, M. C. R. B. Crossing	.....	
Michigan City—Ward Avenue, C. S. & S. B. I. Crossing	.....	
East Chicago—Calumet, I. H. B. R. R. & J. & E. R. R.	.....	
Kennedy Avenue except when traffic signals display Green	.....	
McCook Avenue, Pennsylvania R. R. Crossing	.....	
East Chicago—Canal, I. H. B. R. Crossing	.....	
East Chicago—Indiana Street, I. H. B. R. Crossing	.....	
East Chicago—Foran's Avenue, H. W. & E. C. S. R. Crossing	.....	
Hammond—Elm Street, H. W. & E. C. S. R. Crossing	.....	
Hammond—Calumet Avenue, H. W. & E. C. S. R. Crossing	.....	
Hammond—Holman Street, H. W. & E. C. S. R. Crossing	.....	

The crossings where tracks of the C. S. & S. B. R. cross the I. H. B. R. R. east of Cudahy, the J. & E. R. R. at Bolt



## SPECIAL INSTRUCTIONS - Continued

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Works, and the N. Y. C. R. R. at Winkler's, are protected by manual operated crossing gates.

**Indications:**  
Gates across street tracks showing Green Light—C. & S. B. R. R. trains PROCEED.  
Gates across C. & S. & B. R. R. tracks showing Red Light—C. & S. B. R. R. trains STOP.

Trains will approach the Railroad Crossings under control, expecting to find gates set against them. If Proceed Signal is displayed, trains will proceed over these crossings not exceeding a speed of thirty (30) miles per hour.

**Automatic Block Signals.** Three indication color light type: Burnham and Ryan crossings are protected by AUTOMATIC BLOCK SIGNALS.

They are the three-indication-colored-light type governing train movements between these points. Signal No. 148 will serve as distant signal for the intersecting plant at Kensington. Signal No. 410 will serve as distant signal on westward track for the intersecting plant at Burnham.

**Indications:**  
RED—STOP, THEN PROCEED WITH CAUTION.  
YELLOW—APPROACH NEXT SIGNAL PREPARED TO STOP.

**GREEN—PROCEED.**

**Automatic Block Signals.** Two indication color light type: The track between Virginia Street Gary, and Wagner siding, and between Wilson siding and Sheridan siding, and between Vail Street Michigan City, and Olive siding, and between Warren siding and Meade Street South Bend, is protected by Automatic Block Signals of the two indication color light type.

**HOME SIGNALS** are located at the west end of sidings.

**INTERMEDIATE SIGNALS** are located approximately half way between sidings.

**GREEN—PROCEED.**  
RED—STOP and proceed not to exceed 15 miles per hour to the next clear block.

**INDICATION SIGNALS** are located at Wagner, Wilson, Bailey, Forsyth, Kaler, Power, Shops, Davis, Lake Park, New Carlisle, Fisher and Kenosha, and also switch leading from main track at Kaler siding to Gravel Pit.

**(b) Location and Number of Automatic Block Signals Between South Bend and Kenosha.**

**BETWEEN MEADE SIDING AND VAIL STREET**

East-bound	West-bound	East-bound	West-bound
MEADE SIDING.....	32	371. INTERMEDIATE.....	372
25..... INTERMEDIATE.....	24	381. KEISER.....	408
27..... KALEY.....	28	411. INTERMEDIATE.....	428
29..... KALEY.....	29	421. INTERMEDIATE.....	438
31..... INTERMEDIATE.....	30	431. FORTSMITH.....	452
33..... FISHER.....	31	441. INTERMEDIATE.....	462
35..... INTERMEDIATE.....	32	451. BAILEY.....	472
37..... WARREN.....	33	461. INTERMEDIATE.....	482
39..... INTERMEDIATE.....	34	471. WINKLER.....	492
41..... OLIVE.....	35	481. INTERMEDIATE.....	502
43..... INTERMEDIATE.....	36	491. WINKLER.....	512
45..... NEW CARLISLE.....	37	501. INTERMEDIATE.....	522
47..... INTERMEDIATE.....	38	511. MILLS.....	532
49..... LAKE PARK.....	39	521. INTERMEDIATE.....	542
51..... HILLSIDE.....	40	531. BURNHAM.....	552

**BETWEEN BURNHAM X-OVER AND BURNHAM**

**BETWEEN BURNHAM X-OVER, 208**

**BURNHAM X-OVER, 208**

**BURNHAM X-OVER, 208**

**BURNHAM X-OVER, 208**

**BURNHAM X-OVER, 208**

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**BURNHAM X-OVER, 208**

**BURNHAM X-OVER, 208**

**BURNHAM X-OVER, 208**

## C. S. S. &amp; S. B. R. R. Operating timetable #66 April 29, 1928

**13. Positive Automatic Block Signals, two indication color light type.**

These signals to be distinguished from the Automatic block by a continuous burning lunar white marker light located four feet below the signal head and to the left of the mast and are positive blocks for ALL trains.

The Gauleiters' tracks over the E. J. & Z. and Pennsylvania railroad bridges are protected by POSITIVE Automatic Block Signals. Lights of the prescribed color are used for Indications. These signals are located 500 feet each way from the end of Gauleiters' tracks.

Trains will approach these signals under control, expecting to find Stop Signal displayed. If Proceed Signal is displayed, trains will proceed not to exceed 30 miles per hour over these Gauleiters' tracks.

If for any reason these signals are inoperative, trains will proceed over the Gauleiters' tracks AS PRESCRIBED BY RULE 35. (a) The track between Olive and Warren sidings and between Wagner and Wilson sidings is protected by POSITIVE Automatic Block Signals of the two indication color-light type. Regular scheduled passenger trains will be governed entirely by these signals between these two points, regardless of class and direction.

The use of these POSITIVE block sections is restricted to regular scheduled passenger trains only. Eastward inferior trains must have ample time to clear the opposing train at Olive and Wagner before leaving New Turner Coupee and Miller. After it enters the approach section near Turner Coupee and west end of Wagner train track the POSITIVE westward entrance blocks, located at Warren siding and Wilson siding will indicate red, or stop position. Upon approaching Olive siding, the eastward train finding the eastward POSITIVE entrance block clear, will proceed to Warren or Wilson siding. If POSITIVE entrance block at Olive or Wagner sidings displays red, or stop, this indicates that the opposing train has passed Warren or Wilson siding, and it will be necessary to clear the westward train at Olive or Wagner.

The four entrance blocks affected by this operation are POSITIVE signals, one being located at the west end of Warren and Wilson sidings governing westward trains; the others at the west end of Olive and Wagner sidings, governing eastward trains.

The westward superior train cannot proceed until the POSITIVE entrance block at Warren or Wilson sidings indicating stop, will remain there until the POSITIVE block clears. Under these circumstances will a train pass either one of these POSITIVE block signals displaying red, or stop indication, without a train order from dispatcher to disregard the positive indication and proceed with caution to the next clear signal.

The dispatcher will not issue this form of order unless he knows that the track ahead indicated in this circuit is clear of opposing trains. If blocks are inoperative, flagman must protect any movement through the section governed by these POSITIVE block signals. If unable to communicate with dispatcher and secure proper authority, extra caution and care must be exercised so that passenger trains eastward do not attempt to use the approach section in the event of a stop for an Olive or Wagner siding when they are short on time, as the westward automatic block at Olive or Wagner will be POSITIVE block and will not be sufficient to hold the superior train at these points.

The operation of these POSITIVE block sections is similar to the block sections protecting the E. J. & Z. and Pennsylvania to the block sections being from the center feed, located approximately 200 feet west of Turner Coupee Crossing to Olive siding and from the center feed located about the west end of Wagner train track to Wagner cross over.

**Indications:**  
GREEN—PROCEED.  
RED—POSITIVE STOP AND STAY.

**14. General Instructions:**

When for any reason a train is disabled on the line and requires the assistance of section men, linemen or train crew, the signal light will be set to red, one long and one short, one long and one short, will be sounded, to be repeated from time to time if necessary, if any employee of the company within hearing of the signal will go at once to relief of train.

## SPECIAL INSTRUCTIONS—Concluded

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Trains No. 9, 19, 22, etc. will carry Parlor Observation Cars.

Trains No. 3, 13, 23, 4, 14, 24 will carry Dining Cars. Limited and express trains will receive and discharge passengers where making delivery Stop at O. I. & S. Crossing at Calumet except Nos. 4, 8, 21, 23.

The following trains will carry combination cars and handle baggage, 51, 52, 57, 44, 43, 44, 49, 70, 75, 76, 81, 82, 41, 9, 13, 25, 29, 50, 10, 15, 21, 36, 38 and 40.

Trains No. 58 and 75 will handle milk cans and baggage. Train 67 will handle milk car from Griffin Crossover to Gary daily except Saturday and Sunday.

Train No. 71 will handle milk car from Griffin Crossover to Gary daily except Saturday and Sunday.

**15. Engine and Motor Capacity and Speed Restriction:**  
Engines Nos. 1000, 1002, 1003, 1004, 1007, 1008—100 tons.  
Speed 45 miles per hour.

Engines Nos. 1000, 1002—500 tons each.  
Speed 30 miles per hour.

Low Graded Rebuilt Motors—3 cars.  
Speed 50 miles per hour.

Passenger Motor—one trailer coach only in any service.  
Speed 40 miles per hour in Work Train Service.

**16. Spring Switches:**  
Located as follows:

South Bend ..... Hydraulic Ave.  
Main Street  
Warren ..... Double Track  
Both ends of Crossover at Rostke  
Ave. and at west end of Double Track

Shops ..... Both ends of Double Track  
Michigan City ..... Both ends of Double Track  
West end of School Siding.  
Olive Siding  
Wilson ..... Both ends of Double Track  
East end of Double Track  
Gary ..... Both ends of Double Track  
Main lead west end of yard.  
No. 1 yard track

**17. Crossovers and Location:**  
The following crossovers will connect the double track West of

Gary: Virginia, Gary, Ambridge, Clark, Shearson, Calumet, East Chicago, Hammond, Burnham, Dooley, Ice-house and Griffin. Virginia Crossover—Located 500 feet east of Gary Station. Gary Crossover—Located at the Gary Sub-station.

Ambridge Crossover—Located 1000 feet east of Ambridge St. Gary Crossover—Approximately 1½ mile east of E. J. & Z. Overhead.

Shearson Crossover—1100 feet west of Cudahy stop. Calumet Crossover—Approximately 500 feet east of Calumet car house.

East Chicago Crossover—Approximately one-half mile west of East Chicago Station.

Hammond Crossover—Approximately one-half mile east of Hammond Station.

Burnham Crossover—Approximately half way between Hammond and Hegewisch stations.

Hegewisch Crossover—Approximately 1,000 feet west of Hegewisch Station.

Dooley Crossover—Approximately 1,000 feet east of Calumet River Draw Bridge.

Ice-house Crossover—Approximately 1½ miles east of Kensington Station.

Griffin Crossover—At the foot of the incline at Kensington Station.

**18. YARD LIMITS.**  
SOUTH BEND: Meade St. to South Bend terminal.

MICHIGAN CITY: Trail Creek to Michigan St.

GARY: 100 feet east of end of double track to Gary Sub. Station.

KENOSHA: Kensington to Ice-house Crossover.

(a) Within yard limits the main track may be used protecting against all regular trains. Extra trains must move within yard limits permitted to stop unless the main track is seen or known to be clear.

(b) Yard motors working within yard limits on single track must move in either direction until they are authorized to do so by the Dispatcher.

(c) All eastbound train will approach Gary crossover under control, expecting to find the track at Gary Station occupied by yard motors.

## SPECIAL NOTICE

Study well the REGULATIONS FOR THE RUNNING OF TRAINS AND DIRECTIONS CONCERNING SIGNALS. Important changes have been made.

## SAFETY ALWAYS

Approved:

J. K. GRAY,  
General Superintendent

Signed

D. E. FERNER,  
Supt. Pass. Service  
S. A. MORRISON,  
Supt. Freight Service







Top: South Bend yard about 1918, with train including baggage trailer turning the sharp loop. (CSS)

Middle: Same yard, undergoing modernization in the '40s. Facilities for light servicing and a mechanized car washer are included, but all heavy work is done at Michigan City. (GK)



Left: Looking east at Michigan Street stop in Michigan City about 1918. Note crossing of local street car line, with Northern Indiana Railway single-truck railroad-roofer waiting for interurban to clear. (CSS)

**CHICAGO SOUTH SHORE and SOUTH BEND RAILROAD**  
**RANDOLPH ST. (1) to MICHIGAN CITY**  
 Good for one Passenger  
 valid until after date of last departure  
 subject to tariff regulations  
 not transferable  
 Form 2

**CHICAGO SOUTH SHORE and SOUTH BEND RAILROAD**  
**SOUTH BEND to KENKINGTON**  
 Good for one Passenger  
 valid until after date of last departure  
 subject to tariff regulations  
 not transferable  
 Form 2

**CHICAGO SOUTH SHORE and SOUTH BEND RAILROAD**  
**KENKINGTON to SOUTH BEND**  
 Good for one Passenger  
 valid until after date of last departure  
 subject to tariff regulations  
 not transferable  
 Form 2

**CHICAGO SOUTH SHORE and SOUTH BEND RAILROAD**  
**MICHIGAN CITY, Ind. to HYDE PARK (33rd St.)**  
 Good for one Passenger  
 valid until after date of last departure  
 subject to tariff regulations  
 not transferable  
 Form 2

**CHICAGO SOUTH SHORE and SOUTH BEND RAILROAD**  
**Wentworth Harbor, Mich. to MICHIGAN CITY, Ind.**  
 Good for one Passenger  
 valid until after date of last departure  
 subject to tariff regulations  
 not transferable  
 Form 2

**CHICAGO SOUTH SHORE and SOUTH BEND RAILROAD**  
**GARY to CHICAGO (General to Randolph St. Ind.)**  
 Good for one Passenger  
 valid until after date of last departure  
 subject to tariff regulations  
 not transferable  
 Form 2

**CHICAGO SOUTH SHORE and SOUTH BEND RAILROAD**  
**ROOSEVELT ROAD GARY**  
 Good for one Passenger  
 valid until after date of last departure  
 subject to tariff regulations  
 not transferable  
 Form 3

**CHICAGO SOUTH SHORE and SOUTH BEND RAILROAD**  
**GOING COUPON**  
**SPECIAL EXCURSION TICKET**  
 For continuous transportation from  
**CHICAGO, Ind. to LAKE PARK, Ind.**  
 Good for one Passenger  
 valid until after date of last departure  
 subject to tariff regulations  
 not transferable  
 Form 2

**CHICAGO SOUTH SHORE and SOUTH BEND RAILROAD**  
**GOING COUPON**  
**SPECIAL EXCURSION TICKET**  
 For continuous transportation from  
**CHICAGO, Ind. to EAST CHICAGO, Ind.**  
 Good for one Passenger  
 valid until after date of last departure  
 subject to tariff regulations  
 not transferable  
 Form 2

211	700	211
212	700	212
213	700	213
214	700	214
215	700	215
216	785	217
217	785	218
218	785	219
219	785	220



**CHICAGO SOUTH SHORE and SOUTH BEND RAILROAD**  
**Conductor's Cash Fare Slip**  
 PASSENGER WILL NOTICE THAT THE MARGINAL PROJECTIONS ABOVE SHOW THE FULL AMOUNT PAID TO CONDUCTOR.  
 Three projections are absolutely necessary on each receipt.  
 The Conductor  
 The Passenger

**CHICAGO SOUTH SHORE and SOUTH BEND RAILROAD**  
 Form P. C. 3  
 Leaving 7:11 at 4:00 P.M.  
 Arriving 1 at 6:15 P.M.  
 Parlor Car No. 352 Train No. 28

Seat No.	FROM	TO	Parlor Car Ticket or Receipt No.	Passenger Ticket or Receipt No.	Conductor's Cash Fare Slip	VALUE
1	71	5	71430	42964		
2	71	1	71430	42964		
3	39	1	71430	42964		
4						
5						
6	71	1	71430	42964		
7						
8						
9						
10						
11						
12						
13						
14						
15						
16						
A						
B						
C						
D						
E						
F						
G						
H						
I						
J						
K						
L						
M						

Total Passengers  
**PARLOR CAR CASH FARE RECEIPTS ISSUED**  
 Opening No. 04 Closing No. 1000 Value 1000  
 Conductor

**CHICAGO SOUTH SHORE and SOUTH BEND RAILROAD**  
**CONDUCTOR'S CASH FARE SLIP**  
 Form P. C. 3  
 1924



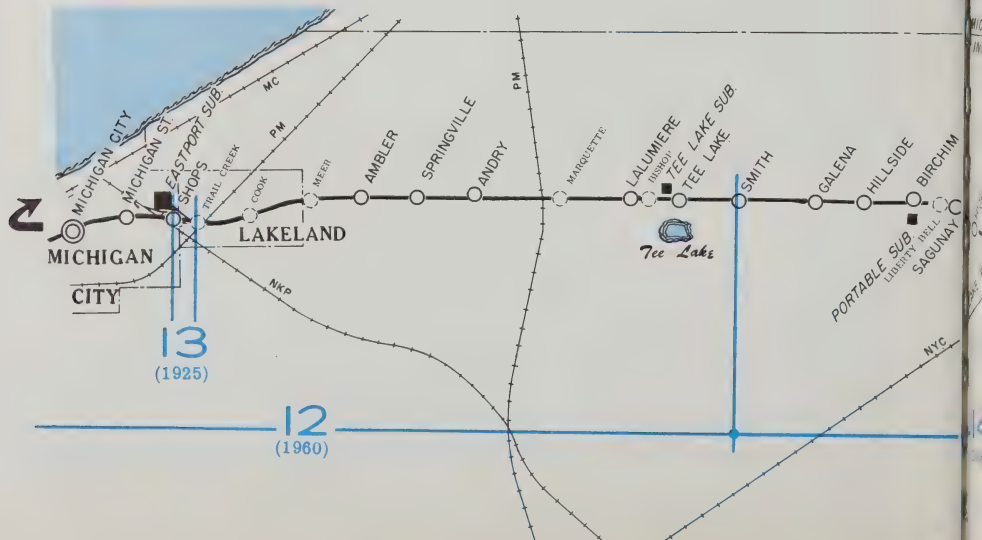
# EXPLANATORY NOTES :

The physical improvements made by the South Shore Line are shown on this series of detail track maps. Each of the sixteen details on pages 60-64 and each of the four maps on page 19 depicts a portion of the system at some particular date. The detail sections are indexed by colored lines and detail numbers on this system map.

The detail maps are not drawn to exact scale. Eight of them, corrected to December, 1960, are presented inside colored borders, with title in color. The other eight, bordered and titled in black, present track arrangements not now in effect, given for historical information only. Tracks removed before the date of a detail map are shown (by dotted lines) only if there is no earlier detail on which they appear. Discontinued passenger stops have, however, been retained on all details as an aid to the reader in referring from one map to another. Changes in the length of passing tracks have not been included.



## CHICAGO SOUTH SHORE & LAKE MICHIGAN RAILWAY



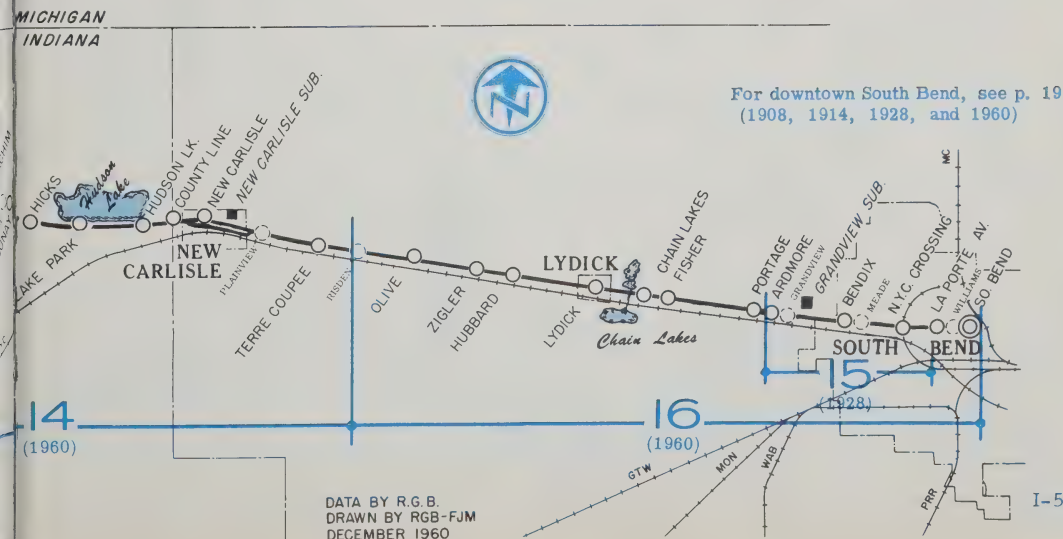
Each detail map is accompanied by a distance table listing features in geographical order. The first column in each table is the mileage from Randolph Street terminal in Chicago or from the point where zero distance is shown. Distances to sidings usually apply at the west switch. The second column carries siding numbers and symbols for passenger stops. The third column names the siding or stop and gives available information on installation and removal dates. Parentheses in this column enclose names of features removed before the date of the detail map.

To the extent that information could be located, the track arrangements of the first few years of the railroad's existence are included in the system map of 1909 presented on page 64.

Data: CSS, CEH, RGB. Detail Maps: RGB.



## SOUTH BEND RAILROAD

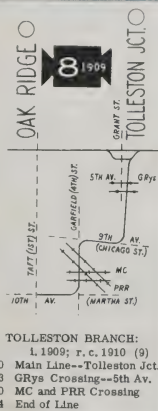


[Continued from Detail 5 on preceding page]

- 33.2 ○ AETNA STOP: l. p. 1909; r. 4/24/38  
 33.3 --- East End, Gary Yard  
 33.4 --- (Grye Crossing--7th Av.): l. 1924; r. 7/10/38  
 34.8 343 (Miller Siding): l. c. 1908  
 34.8 344 (Miller Team Track): r. 1939  
 34.8 345 B&O Interchange--Miller: l. 1939  
 34.9 ○ MILLER STOP: l. p. 1910  
 35.8 380 West End, Wagner Double Track (Wagner Team Track) (1)  
 36.0 ○ WAGNER STOP: l. 4/24/49  
 37.0 365 East End, Wagner Double Track (Wagner Siding) (1)  
 37.2 ○ (FULTON RD. STOP): l. 1930's; r. 4/24/49  
 37.6 ○ (LONG LAKE STOP): l. p. 1910; r. 1930's  
 38.4 ○ (PAUL STOP): l. p. 1909; r. 1930's  
 39.0 ○ OGDEN DUNES (WICKLIFFE) STOP: l. p. 1909  
 39.0 390 Ogdin Dunes Team Track  
 39.7 399 West End, Wilson Double Track  
 40.1 ○ MIDWEST STOP: l. 4/24/60  
 40.1 400 West End, Wilson Siding: l. c. 1908  
 40.2 402 (Wilson Spur Track): r. 1927

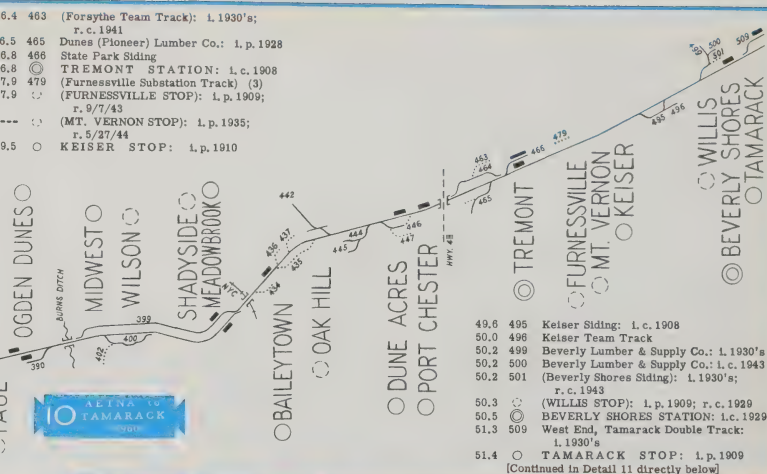
- 40.6 ○ (WILSON STOP; DUNE PARK): l. p. 1910; r. 4/24/60  
 40.7 400 East End, Wilson Siding: l. c. 1908  
 41.9 ○ (SHADYSIDE STOP): l. p. 1909; r. 1930's  
 42.4 ○ MEADOWBROOK STOP: l. p. 1909  
 42.4 399 East End, Wilson Double Track (Baileytown Siding): r. p. 1925  
 42.8 434 (BAILEYTOWN STOP): l. p. 1909  
 43.2 435 (Bailey Siding): l. 1925; r. 1946  
 43.2 436 (Bailey Siding): r. p. 1925  
 43.4 437 (Bailey Siding): r. p. 1925  
 43.8 ○ (OAK HILL STOP): l. p. 1909; r. c. 1942  
 44.2 442 Bailey Generating Station: l. 1960 (2)  
 44.4 444 Rex Sand Co.: l. 1960  
 44.4 445 Consumers Concrete: l. 1960  
 44.6 446 Dune Acres Team Track: l. c. 1908  
 44.6 447 (Dune Acres Cement Track): l. c. 1943; r. c. 1946  
 44.7 ○ DUNE ACRES (MINERAL SPRINGS) STOP: l. p. 1910  
 45.7 ○ PORT CHESTER STOP: l. p. 1909  
 46.0 464 West End, Tremont (Forsythe) Siding: l. p. 1925

- 46.4 463 (Forsythe Team Track): l. 1930's; r. c. 1941  
 46.5 465 Dunes (Pioneer) Lumber Co.: l. p. 1928  
 46.8 466 State Park Siding  
 46.8 ○ TREMONT STATION: l. c. 1908  
 47.9 479 (Furnessville Substation Track) (3)  
 47.9 ○ (FURNESVILLE STOP): l. p. 1909; r. 9/7/43  
 --- ○ (MT. VERNON STOP): l. p. 1935; r. 5/27/44  
 49.5 ○ KEISER STOP: l. p. 1910

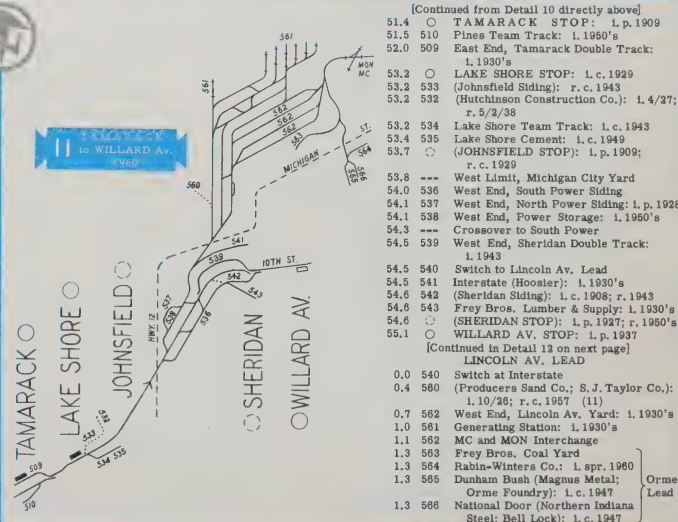


- 29.2 ○ AMBRIDGE STOP: l. 1920  
 29.2 --- Grye Crossing--Bridge St.: l. 1913; r. 8/18/40  
 29.4 --- Ambridge Crossover: r. 1930's  
 29.4 293 Marshall Siding: l. 5/27  
 29.6 ○ (OAK RIDGE STOP): l. p. 1910; r. 1920's  
 30.0 295 Sunderman Siding: r. 1930's  
 30.0 ○ (TOLLESTON JCT. STOP): l. c. 1909; r. b. 1910, 1923  
 30.1 --- Johnson St. Crossover  
 30.2 ○ BUCHANAN ST. STOP  
 30.2 --- Grye Crossing--Buchanan St.: l. 1918; r. 4/4/38  
 30.4 ○ TYLER ST. STOP: l. p. 1922  
 30.5 ○ (KIRK STOP): l. p. 1910; r. p. 1923

- 30.8 303 Gary Team Track; Gary Complete Machinery Co.: l. p. 1925  
 30.8 304 (Gary Wye): l. c. 1910; moved to 305  
 30.8 --- Gary Crossover: l. 1927; r. 1942  
 30.9 305 (Gary Wye): r. c. 1926  
 30.9 306 Gary Freight House: l. p. 1925  
 30.9 308 Gary Station Storage Tracks  
 31.0 ○ GARY STATION: l. c. 1908  
 31.0 --- Grye Crossing--Broadway: r. 10/4/46  
 31.1 --- (End Double Track): r. 1928  
 31.1 --- Virginia Crossover: l. 1928; r. 1943  
 31.3 312 End Double Track: l. 1928  
 31.4 --- Grye Crossing--Virginia St.: l. 1924; r. c. 1947  
 31.4 ○ (VIRGINIA ST. STOP): l. p. 1922; r. 1920's



- 49.6 495 Keiser Siding: l. c. 1908  
 50.0 496 Keiser Team Track  
 50.2 499 Beverly Lumber & Supply Co.: l. 1930's  
 50.2 500 Beverly Lumber & Supply Co.: l. c. 1943  
 50.2 501 (Beverly Shores Siding): l. 1930's; r. c. 1943  
 50.3 ○ (WILCOX STOP): l. p. 1909; r. c. 1929  
 50.5 ○ BEVERLY SHORES STATION: l. c. 1929  
 51.3 509 West End, Tamarack Double Track: l. 1930's  
 51.4 ○ TAMARACK STOP: l. p. 1909  
 (Continued in Detail 11 directly below)

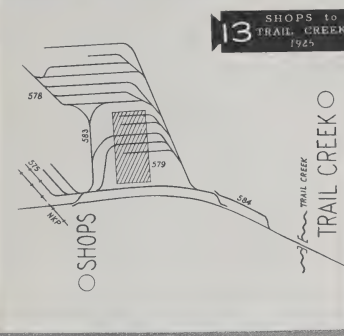


- (Continued from Detail 10 directly above)  
 51.4 ○ TAMARACK STOP: l. p. 1909  
 51.5 510 Pineas Team Track: l. 1950's  
 52.0 509 East End, Tamarack Double Track: l. 1930's  
 53.2 ○ LAKE SHORE STOP: l. c. 1929  
 53.2 533 (Johnsfield Siding): r. c. 1943  
 53.2 532 (Hutchinson Construction Co.): l. 4/27; r. 5/2/38  
 53.2 534 Lake Shore Team Track: l. c. 1943  
 53.4 535 Lake Shore Cement: l. c. 1949  
 53.7 ○ (JOHNSFIELD STOP): l. p. 1909; r. c. 1929  
 53.8 --- West Limit, Michigan City Yard  
 54.0 536 West End, South Power Siding  
 54.1 537 West End, North Power Siding: l. p. 1928  
 54.1 538 West End, Power Storage: l. 1960's  
 54.3 --- Crossover to South Power  
 54.5 539 West End, Sheridan Double Track: l. 1943  
 54.5 540 Switch to Lincoln Av. Lead  
 54.5 541 Interstate (Hoosier): l. 1930's  
 54.6 542 (Sheridan Siding): l. c. 1908; r. 1943  
 54.6 543 Frey Bros. Lumber & Supply: l. 1930's  
 54.6 ○ (SHERIDAN STOP): l. p. 1927; r. 1950's  
 55.1 ○ WILLARD AV. STOP: l. p. 1937  
 (Continued in Detail 12 on next page)  
 LINCOLN AV. LEAD  
 0.0 540 Switch at Interstate  
 0.4 580 (Producers Sand Co.; S. J. Taylor Co.): l. 10/36; r. c. 1957 (11)  
 0.7 562 West End, Lincoln Av. Yard: l. 1930's  
 1.0 561 Generating Station: l. 1930's  
 1.1 562 MC and MON Interchange  
 1.3 563 Frey Bros. Coal Yard  
 1.3 564 Rubin-Winters Co.: l. spr. 1960  
 1.3 565 Dunham Bush (Magnus Metal; Orme Foundry): l. c. 1947  
 1.3 566 National Door (Northern Indiana Steel; Bell Lock): l. c. 1947





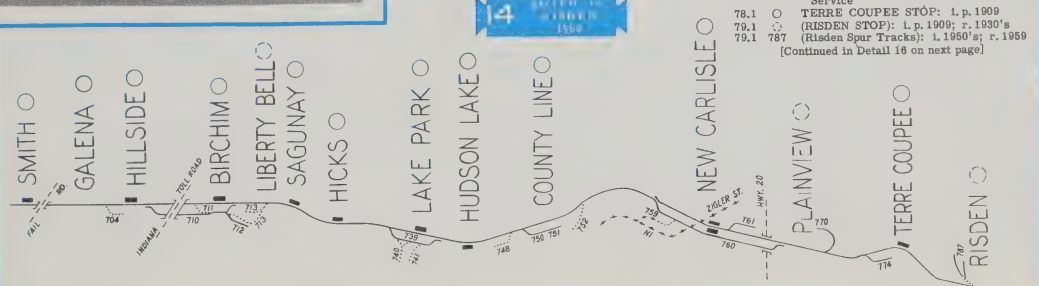
(Continued from Detail 11 on preceding page)  
 55.1 O WILLARD AV. STOP: l.p.1937  
 55.1 --- (NI Crossing--Willard Av.): r.1933  
 55.2 544 Phillips Coal Co. (Michigan City Freight House): l.p.1925  
 55.2 545 Claire Street--Michigan City Team Track: l.p.1925



- 57.4 O SHOPS--NICKEL PLATE STOP  
 57.4 575 NKP Interchange  
 57.5 578 Storage Yard  
 57.5 579 Shop (10)  
 57.5 583 Wye: r.1926  
 57.6 --- Ronsake Av. Crossover  
 57.9 584 East End, Shop Siding  
 58.0 O TRAIL CREEK STOP: l.p.1910

- (Continued from Detail 12 on this page)  
 68.0 O SMITH STOP: l.p.1910  
 69.4 O GALENA STOP: l.p.1909  
 70.2 704 (Hillside Siding): l.p.1925; r.1941  
 70.5 O HILLSIDE STOP: l.p.1909  
 70.7 710 Birchlim Siding: l.1942  
 71.2 711 (Birchlim Spur): l.c.1908; r.4/41  
 71.3 O BIRCHIM STOP: l.p.1910  
 71.3 712 Portable Substation Spur: l.1950's

#### 14 SMITH TO RISEN 1969



- 71.3 713 (Tomlinson Construction Co.): l.6/24/56; r.1956  
 72.0 (LIBERTY BELL STOP): l.p.1929; r.10/26/41  
 72.4 O SAGUNAY STOP: l.p.1909  
 73.1 O HICKS STOP: l.p.1909  
 74.0 739 Lake Park Siding: l.c.1908  
 74.1 740 (Lake Park Wye)  
 74.1 741 (Sawmill): l.&r.c.1941  
 74.1 O LAKE PARK STOP: l.p.1910  
 74.7 O HUDSON LAKE STOP: l.p.1909  
 75.0 748 (Hudson Lake Team Track): r.c.1940  
 75.3 750 County Line Team Track: l.4/41  
 75.4 O COUNTY LINE HUDSON LAKE TEAM TRACK STOP: l.p.1910  
 75.4 751 Animal By-Products  
 75.8 752 (County Line Industrial Track): l.4/41; r.aut.1942  
 76.2 760 New Carlisle Double Track: l.c.1908  
 76.3 769 (NI Interchange--South Shore): r.c.1934  
 76.3 --- (NI Crossing): r.4/15/35  
 76.3 O NEW CARLISLE STOP: l.c.1908  
 76.4 761 New Carlisle Team Track: r.1926; reinstalled 1949  
 77.0 O (PLAINVIEW STOP): l.p.1909; r.c.1942  
 77.8 770 Indiana & Michigan Electric Co.: l.c.1957  
 78.0 774 Terre Coupee Team Track; Lake Soil Service  
 78.1 O TERRE COUPEE STOP: l.p.1909  
 78.1 O (RISDEN STOP): l.p.1909; r.1930's  
 78.1 787 (Risden Spur Tracks): l.1950's; r.1959  
 (Continued in Detail 16 on next page)

- 55.3 --- MC and MON Crossing--West 10th St.  
 55.4 555 (Keppen Siding): l.p.1925; r.1930's  
 55.8 556 (West End, Franklin St. Double Track): l.c.1908; r.c.1958  
 55.9 (NI Crossing--Franklin St.): r.1934  
 55.9 MICHIGAN CITY STATION  
 56.2 557 Cedar St. Curve (4)  
 56.6 --- (NI Crossing--Eastport): r.1933  
 56.6 O MICHIGAN ST. STOP: l.p.1937  
 56.7 558 (Rock Team Track): l.1950's  
 56.7 559 (Rock Siding): l.p.1925; r.8/34  
 57.0 570 School Siding: l.p.1925  
 57.1 571 (Cabrante Co.): l.1/27  
 57.1 572 (Dwyer Products Corp.): l.1930's; r.1950's  
 57.1 573 (Perfection; Angus Co.; J.C. Gardner; Kingsley): l.p.1925; r.1950's  
 57.4 576 Carroll Av. Team Track: l.c.1943  
 57.4 575 NKP Interchange  
 57.4 O SHOPS--NICKEL PLATE STOP  
 57.4 577 Repair Yard  
 57.5 578 Storage Yard  
 57.5 579 Old Shop  
 57.5 580 New Shop  
 57.5 581 (Transfer Table): r.1960  
 57.5 582 Classification Yards: l.1940  
 57.5 583 Rip Track  
 57.9 --- East End, Shops Yards (5)  
 57.9 O (TRAIL CREEK STOP): r.1930's  
 57.9 585 C&O Interchange: l.1955  
 58.0 --- East Limit, Michigan City Yard  
 58.0 O (COOK STOP): l.p.1909; r.1930's  
 58.0 586 (Davis Team Track): l.1933; r.1950's  
 58.6 586 Davis Siding: l.p.1925  
 58.8 587 Pyrofax Gas: l.1957  
 58.8 588 (Davis Industrial Track)  
 58.8 589 U.S. Steel Co.: l.1950's  
 60.1 O (MEER STOP): l.p.1909; r.1950's  
 60.1 591 (Meer Siding): l.c.1944; r.1950's  
 60.1 592 (Meer Contractor's Track): l.&r.c.1944  
 61.2 O AMBLER STOP: l.p.1909  
 62.1 621 (West End, Springville Siding): l.c.1908; r.1949  
 62.2 621 (East End, Springville Siding): l.c.1908; r.d.1939  
 62.3 O SPRINGVILLE STOP: l.p.1910  
 63.0 631 Andry Siding: l.1930's  
 63.2 632 Andry Substation Track (3)  
 63.3 O ANDRY STOP: l.p.1909  
 64.6 O (MARQUETTE STOP): l.p.1909; r.4/24/38  
 64.6 659 (Wilhelm Siding): l.c.1908; r.5/41  
 66.1 O LALUMIERE (WILHELM) STOP: l.p.1910  
 66.4 O (BISHOP STOP): l.p.1909; r.1930's  
 66.6 665 (Tee Lake Substation Track) (3)  
 66.8 O TEE LAKE STOP: l.p.1923  
 67.8 677 Smith Siding: l.c.1908  
 68.0 O SMITH STOP: l.p.1910  
 (Continued in Detail 14 at left)

[Continued from Detail 14 on preceding page]

- |      |     |   |
|------|-----|---|
| 79.1 | 0   | (RISDEN STOP: l.p. 1909; r. 1930's              |
| 79.1 | 787 | (Riden Spur Tracks): l. 1950's; r. 1959         |
| 79.6 | 788 | NYC Interchange—Olive: l.c. 1948                |
| 79.6 | 0   | OLIVE STOP: l.p. 1910                           |
| 80.2 | 793 | East End, Olive Siding: l.p. 1925               |
| 80.2 | 794 | (Zigler Siding): l. 10/41; r. 1943              |
| 80.4 | 0   | ZIGLER STOP: l.p. 1909                          |
| 80.7 | 795 | (Zigler Industrial Track): l. 10/41;<br>r. 1943 |
| 81.2 | 0   | HBBARD STOP: l.p. 1909                          |
| 82.0 | 818 | (Ward Siding): l.c. 1908; r. 1950's             |
| 82.4 | 819 | (Caboose Track)                                 |
| 82.4 | 820 | (NYC Connection—Warren)                         |
| 82.7 | 821 | Gydnik Team Track: l. 1930's                    |
| 83.1 | 0   | LYDICK STOP: l.p. 1909                          |

- 86.5 ○ ARDMORE HEIGHTS STOP:  
1. p. 1909
- 86.7 ○ GRANDVIEW STOP
- 87.1 --- NI Crossing--Kaley
- 87.2 868 Kaley Siding: 1. c. 1908
- 87.5 --- Switch to Gravel Pitt Lead:  
1. p. 1925; r. c. 1928
- 87.8 --- NYC Crossing--Winkler's
- 87.8 869 Anchor (Winkler; Studebaker):  
r. 5/15/28
- 88.0 870 Main Line Relocation: p. 1926
- 88.1 ○ BENDIX (KALEY) STOP:  
1. p. 1909

- 88.1 871 Whitmarsh Coal (Sterling):  
1. 8/26  
88.2 891 Meade Siding: 1. p. 1925; r. 1930  
88.3 ○ MEADE STOP: r. 9/29/40  
88.3 888 Meade Freight House: 1. p. 1925  
88.3 890 Traller Pits: 1. c. 1926; r. 1937  
88.3 892 Meade St. Team Track: r. 1945  
88.6 ○ MICHIGAN CENTRAL STOP  
89.1 894 Cummins Siding: 1. c. 1908;  
r. 1930  
89.1 ○ LA PORTE AV. STOP
- GRAVEL PIT LEAD
- 0.0 --- Main Line  
--- 861 Lincolnway Team Track:  
r. 1930's  
--- 864 South Bend Gravel Pit

- 84.1 ○ CHAIN LAKES (COUNTRY CLUB)  
           STOP: 1.p. 1909  
 84.6 ○ FISHER STOP: 1.p. 1910  
 85.0 844 East End, Fisher Siding: 1.p. 1925  
 85.9 859 Gish Lumber Co. (Portage Asphalt  
           Stop): 1.p. 1946  
 88.1 853 Portage Siding: 1.p. 1940's  
 88.1 ○ PORTAGE STOP: 1.p. 1909  
 88.5 880 (Portage Siding): 1.1936; r. 1940's  
 88.6 ○ ARDMORE STOP  
 88.6 --- West Limit, South Bend Yard  
 88.7 --- Switch & Great Bend Lead: 1.p. 1928  
 88.7 --- West End, Kaley Yard located  
 87.1 867 Old Main Line: re-located 1931  
 87.2 868 NYC Interchange--Kaley  
 87.8 --- NYC Crossing--Winkler's  
 87.8 869 Bendix Corporation: 1.1956  
 87.8 870 Bendix Siding: 1.p. 1937  
 88.0 --- BEYER Siding  
 88.0 --- Switch to Freight Depot  
 88.0 --- (Ni Crossing)  
 88.2 ○ (MEADE STOP): r. 9/29/40  
 88.3 887 Petersen Coal Co.  
 88.3 888 Meade Feed & Seed (Meade Freight  
           House)  
 88.3 889 Meade St. Team Track: 1.1945  
 88.4 893 O'Brien Corporation: 1.1957  
 88.6 ○ NEW YORK CENTRAL STOP  
 89.0 894 Central Siding (7)  
 89.0 894 Central Roofing Co. (Drewrys Ltd.):  
           1.1948

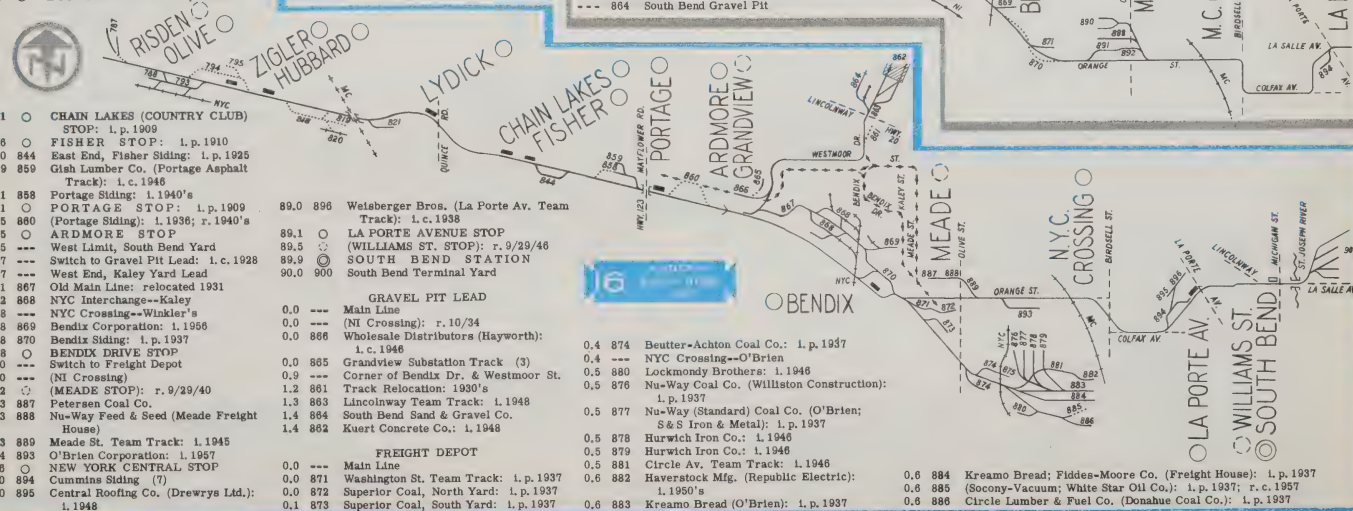
- 89.0 896 Weisberger Bros. (La Porte Av. Team  
Track): l.c.1938  
89.1 ○ LA PORTE AVENUE STOP  
89.5 ○ (WILLIAMS ST. STOP): r.9/29/46  
89.9 ● SOUTH BEND STATION  
90.0 900 South Bend Terminal Yard

- | GRAVEL PIT LEAD |  |
|-----------------|--|
| 0.0 ---         | Main Line  |
| 0.0 ---         | (NI Crossing): r. 10/34                          |
| 0.0 866         | Wholesale Distributors (Hayworth):<br>1. c. 1946 |
| 0.0 865         | Grandview Substation Track (3)                   |
| 0.9 ---         | Corner of Bendix Dr. & Westmoor                  |
| 1.2 861         | Track Relocation: 1930's                         |
| 1.3 863         | Lincolneway Team Track: 1. 1948                  |
| 1.4 864         | South Bend Sand & Gravel Co.                     |
| 1.4 862         | Kuert Concrete Co.: 1. 1948                      |

- | FREIGHT DEPOT |     |                            |            |
|---------------|-----|----------------------------|------------|
| 0.0           | --- | Main Line                  |            |
| 0.0           | 871 | Washington St. Team Track: | 1. p. 1937 |
| 0.0           | 872 | Superior Coal, North Yard: | 1. p. 1937 |
| 0.1           | 873 | Superior Coal, South Yard: | 1. p. 1937 |

- |     |     |   |            |
|-----|-----|---|------------|
| 0.4 | 874 | Beutter-Achtan Coal Co.:                  | 1. p. 1937 |
| 0.4 | --- | NYC Crossing-(O'Brien                     |            |
| 0.5 | 880 | Lockmondy Brothers:                       | 1. 1946    |
| 0.5 | 876 | Nu-Way Coal Co. (Williston Construction): |            |
|     |     | 1. p. 1937                                |            |
| 0.5 | 877 | Nu-Way (Standard) Coal Co. (O'Brien;      |            |
|     |     | S&S Iron & Metal):                        | 1. p. 1937 |
| 0.5 | 878 | Hurwich Iron Co.:                         | 1. 1946    |
| 0.5 | 879 | Hurwich Iron Co.:                         | 1. 1946    |
| 0.5 | 881 | Circle Av. Team Track:                    | 1. 1946    |
| 0.6 | 882 | Haverstock Mfg. (Republic Electric):      |            |
|     |     | 1. 1950's                                 |            |
| 0.6 | 883 | Kreamo Bread (O'Brien):                   | 1. p. 1937 |

- 0.6 884 Kreamo Bread; Fiddes-Moore Co. (Freight House): l. p. 1937  
0.6 885 (Socony-Vacuum; White Star Oil Co.): l. p. 1937; r. c. 1957  
0.6 886 Circle Lumber & Fuel Co. (Donahue Coal Co.): l. p. 1937



Lake Michigan

MICHIGAN

## INDIANA

CHICAGO LAKE SHORE AND SOUTH BEND RAILWAY

February 1909

TRACK DETAILS IN CONGESTED AREAS ARE NOT AVAILABLE

# Electric Railways of Indiana

## Section II NORTHERN INDIANA SYSTEM

### Section II

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##### Frontispiece

Wooden interurban coach #303 in 1923

1 Story of the interurban system

4-8 Story of the city systems at South Bend,  
Elkhart, Michigan City, Goshen and  
LaPorte

4 Map of interurban system

8 Maps of LaPorte and Goshen

9 Map of Michigan City

10 Map of Elkhart

11 Map of South Bend

12 Roster of Equipment

14 City car photo album

24 Interurban car photo album

30 Freight and service car photo album

20, 23 Drawings of cars

Tickets, transfers and passes are reproduced  
on pages 6, 9, 27 and 32.

## Bulletin 104

Central Electric Railfans' Association







Freshly overhauled interurban #303 readies for another 150,000 miles of travel as it leaves Northern Indiana Railway's Notre Dame Street shops in 1923. (GK)





## *South Bend Area - Northern Indiana Railway*

Additional information on the allied Southern Michigan Railway is contained in CERA Bulletin #103.

In 1897 a group of eastern capitalists became interested in the street railways of the South Bend area, acquiring and building city lines and interurbans. By 1898 Elkhart and Goshen were connected. In August 1899 Mishawaka and Elkhart between South Bend and Goshen. The merged companies became known as the Indiana Railway Company.

In the meantime a company known as the Chicago & South Shore Railway (not related to the later Chicago-South Bend line) began building a traction line between LaPorte and Michigan City, completing the project in 1903. In 1906 this company was acquired and renamed the LaPorte & Michigan City Traction Company. An outright merger of non-adjointing railway lines was not permissible under Indiana law.

The problem of linking this into the main system was a tough one, made more difficult by the competition of the Chicago Lake Shore & South Bend Railway, then building its own direct route between South Bend and Chicago, via Michigan City. Between the edge of South Bend and New Carlisle the two interurban routes were built side by side and only a few feet from the main line of the New York Central (Lake Shore & Michigan Southern Railway). The South Bend interurban, by then reorganized as the Chicago South Bend & Northern Indiana Railway, got its Michigan City thru operation going on August 25, 1908, about two months after the rival Hanna interests completed their interurban to Chicago.

Another interesting battle on this route was fought with the Chicago-New York Electric Air Line Railway, whose grandiose scheme began to boil down to a dinky interurban between Goodrum and LaPorte. At first the Northern Indiana resisted the Air Line's desire to use its tracks, but it finally gave in to the hope of competing with the Lake Shore interurban by offering Air Line a chance to run thru cars from Gary to South Bend. Results were apparently not encouraging, however, and the thru service died.

A line into the State of Michigan was built by an independent company, the Southern Michigan Railway, a 1906 consolidation of the South Bend & Southern Michigan Ry. Co., and the Niles & Buchanan Ry. Co. Actually, operations had begun as far out of South Bend as Niles on August 3, 1903 and thru to St. Joseph on May 16, 1906. The

road called itself the "Fruit Belt Route" as it traversed a rich orchard country.

In 1905 the Indiana Railway became the Northern Indiana Railway and in 1907 it became the Chicago South Bend & Northern Indiana Railway.

Outstanding features of track and line construction favored the St. Joseph line. A spectacular eight-span truss bridge was erected on high piers over the St. Joseph River near Berrien Springs. The river was dammed shortly thereafter and the water ultimately rose to within a few feet of the bridge floor. The bridge had a total length of 1635 ft., each span being 150 ft. and standing on 60 ft. concrete piers. Another feature of this line was the 3-level railway crossing near Niles.

Car equipment of the Northern Indiana Railway interurban system featured 8 heavy Cincinnati-built 61-ft. cars delivered in 1907. Several were modernized with new lighting and seating in the middle 1920s and provided a deluxe service under the train name "Potawatomi Traveller". Others were ultimately made into one-man cars to relieve lightweight built in 1930.

A line into the State of Michigan was built by an independent company, the Southern Michigan Railway, a 1906 consolidation of the South Bend & Southern Michigan Ry. Co., and the Niles & Buchanan Railway. Rail operations began here as far out of South Bend as Niles on August 3, 1903 and thru to St. Joseph on May 16, 1906. The road called itself the "Fruit Belt Route" as it traversed a rich orchard country.

Car equipment of the Southern Michigan Railway included a medium-heavy St. Louis Car Company style built in 1906. These were rebuilt into single-end combination baggage passenger cars in the company shops.

The lightweightes were a very snappy performing type built by Cummings Car & Coach on a financing plan in 1930. They were easily able to outperform the heavy cars at much lower cost.

Financial difficulties began to overtake the property in 1924. The following year saw the passing of the Murdock brothers who had nurtured the company's development. Receivership in 1927 brought reorganization as Northern Indiana Railway, Inc. in 1930, but receivership returned in 1931. Abandonment of interurban lines, ordered for June 2, 1934, actually occurred the morning of June 1 when a strike took place.



Abutments of this 8-span bridge at Berrien Springs can be seen today. Photo here was made upon completion of the structure in 1905, before dam raised level of St. Joe River near to points indicated by break-  
fronts of piers.

Right: Three-level crossing at edge of Niles towered above two branches of the New York Central Railroad (VZ).  
Below: Southern Michigan Railway cars revamped for train operation. (GK)

II-2





Top: Car #301 eases thru newly-built Michigan Central Railroad underpass in early 1900s.

Left: Birney #602 crosses St. Louis Boulevard on electrified Grand Trunk Railway track en route Notre Dame carhouse in 1940.

Below: Same car working Madison route passes South Shore Line cars stored in LaSalle Street during football peak about 1937.

(All: V-Z)







## SOUTH BEND:

On May 27, 1885, a small single truck horse car painted black and white was operated on Washington Street by the South Bend Railway Company to inaugurate street car service there. Later in the year the Belgian Charles J. Van DePoelle demonstrated his trolley system here, but not too successfully and the idea was passed by.

The South Bend & Mishawaka Street Railway Company built two lines between those cities, one on each side of the St. Joseph River. After a receivership the company was consolidated in 1899 with the South Bend Railway to form South Bend & Mishawaka Railway and the lines were then partly electrified.

After a series of shifts in ownership and some extensions into other areas of the city, all the lines were electrified and, in December 1905, the company became the Northern Indiana Railway. In 1907, a financial group headed by the Murdock family, took over and the corporate name became Chicago South Bend & Northern Indiana Railway, altho it was always known locally by the shorter

and more accurate "Northern Indiana" name.

The property expanded rapidly and came to own a great fleet of cars. In February, 1919, the car-house on Columbia Street, principal base for street car operations, burned and destroyed nine city cars. The shortage was made up thru the purchase of cars from Akron, Ohio.

On February 26, 1923 fire again struck Columbia Street, destroying eight more cars, a loss that left the company unable to maintain full normal service. The manager went to Cleveland and bought nine cars from the street railway there. They were delivered over the interurban lines then linking to South Bend, under their own power, and were in service on the streets of South Bend 3 days later.

One-man operation came in the late 1920s. The company was reorganized in 1930 as the Northern Indiana Railway, Inc., but the depression immediately hit it. Track and pavement renewals were no longer justifiable. Bus conversion, begun in 1934, was completed June 15, 1940.

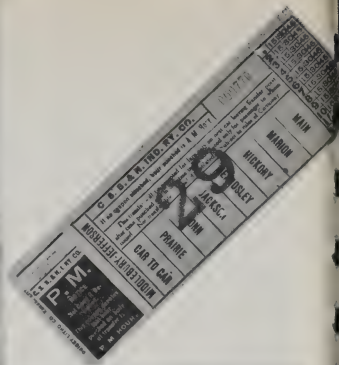


Above: Lineup of 25 cars ready to pick up crowd on break of Notre Dame football game in fall of '38.  
(VZ)

Right: Cars at corner of Washington & Michigan Streets in South Bend, June 12, 1940. Company office and former interurban station is in center background.

(SBT from RES)  
Below: Shortly after abandonment of street cars in South Bend, this sadder lineup of cars was formed at the shops. June, 1940. (SBT from RES)

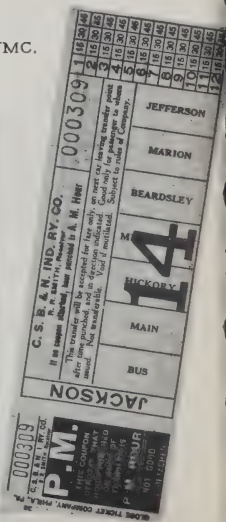




# ELKHART:

At top: Nine-bench open trailer #113 outside the Elkhart carhouse. In the background is the diner of a speeding New York Central train. (CEB).....In center: The wonderful nostalgia of "Main Street, 1910" is captured by this scene of single-truckers on the Marion, Beardsley and Jefferson lines, plus interurban #300. (CEB)....Below: Birney #607. (CVH). Transfer, JMC.

II-6







#### ELKHART:

Elkhart's first electric railway service began in 1894. In 1899 the Indiana Railway Company consolidated the Elkhart operation with other properties in the area and constructed a second local route. Other routes followed under Northern Indiana Railway management until a total of seven existed.

Interurbans operated by Northern Indiana entered the city from the southeast (Goshen) and the west (South Bend), while the St. Joseph Valley Traction Company came in from the east (Bristol). This latter interurban quit in 1918 and Mayor Foster, to insure continued service, organized the Foster Traction Company to acquire the Jackson Street line over which it had run. Northern Indiana Railway then operated street car service on this route as it had before.

In 1921 Birney cars #611-621 were assigned to the Elkhart system, completely replacing old equipment. The entire operation was discontinued with the abandonment of the interurban to South Bend on June 2, 1934.

#### MICHIGAN CITY:

Michigan City's first traction company was the Citizens Street Railway Company which was succeeded in 1892 by the Lake City Electric Railway. In 1903 the Chicago & South Shore Railway built its interurban from LaPorte and came in over the Lake City line on Franklin Street.

A separate outfit, the Michigan City Traction Company, incorporated in 1902 to build a line to South Bend. Late in 1906 it and the Lake City property, by then renamed Michigan City Electric Company, were acquired by the Chicago South Bend & Northern Indiana Railway.

Single truck cars handled the local operation, with Birneys #601-610 doing the honors for the final decade. Receivership for the Northern Indiana Railway in 1932 brought the end to local service, although local passengers could use the interurbans of both the Northern Indiana Railway (until it quit in 1934) and of the South Shore Line (until the 1940s).

## LA PORTE:

Local service within LaPorte was started on July 1, 1902 by the Chicago & South Shore Railway, a company not affiliated with the Chicago-South Bend interurban which was not yet then in existence. Using car #110 borrowed from the Indianapolis & Marysville Rapid Transit Company, service was run on an eight block loop in downtown LaPorte to fulfill franchise requirements. After operating for several months with the I&MRT number and lettering the car was purchased. The line was pushed northward to tap the beautiful moraine lake area adjacent to the city, and car 110 did a good job hauling second-hand summer cars to Pine Lake.

In 1908 the interurban railway of the Chicago South Bend & Northern Indiana Railway was completed thru from South Bend to Michigan City via LaPorte and a local service was operated over its rails to a point designated "East LaPorte". By this time other city type equipment was in use here.

Beginning in 1907 the Chicago-New York Electric Air Line Railway had cars in service on its line between LaPorte and South LaPorte, but this service was abandoned with the failure of its interurban to Goodrum in 1917.

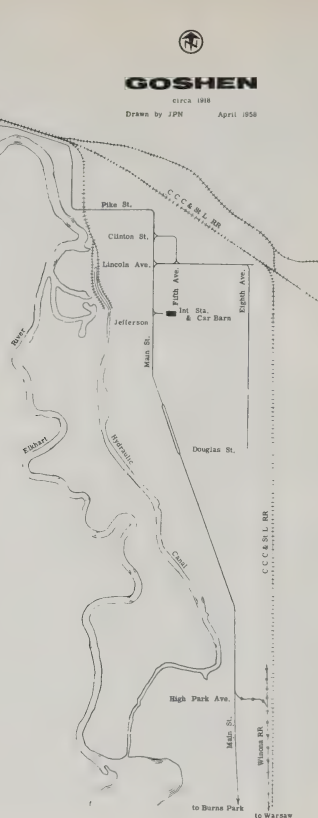
Regular service with local cars within LaPorte was given up by Northern Indiana Railway in 1918, with some seasonal service thereafter. Local passengers were handled on interurban cars until that service, too, was abandoned in 1934.



**LA PORTE**

7 1/2  
Data by PS

**GOSHEN**  
CIRCA 1918  
Drawn by JPH April 1958



## GOSHEN:

The Indiana Electric Railway, a predecessor of the Northern Indiana Railway, began street car service in Goshen on July 4, 1896. One line used Main Street, while another used Eighth Street. When interurbans came to Elkhart, the Northern Indiana's line from South Bend used the Main Street route, approaching from the northwest, while the Winona's line from Warsaw joined the same car line at the south edge of town. In summers, the city property also operated an extension of the Main Street line south to Burns Park, but this extension passed at an early date.

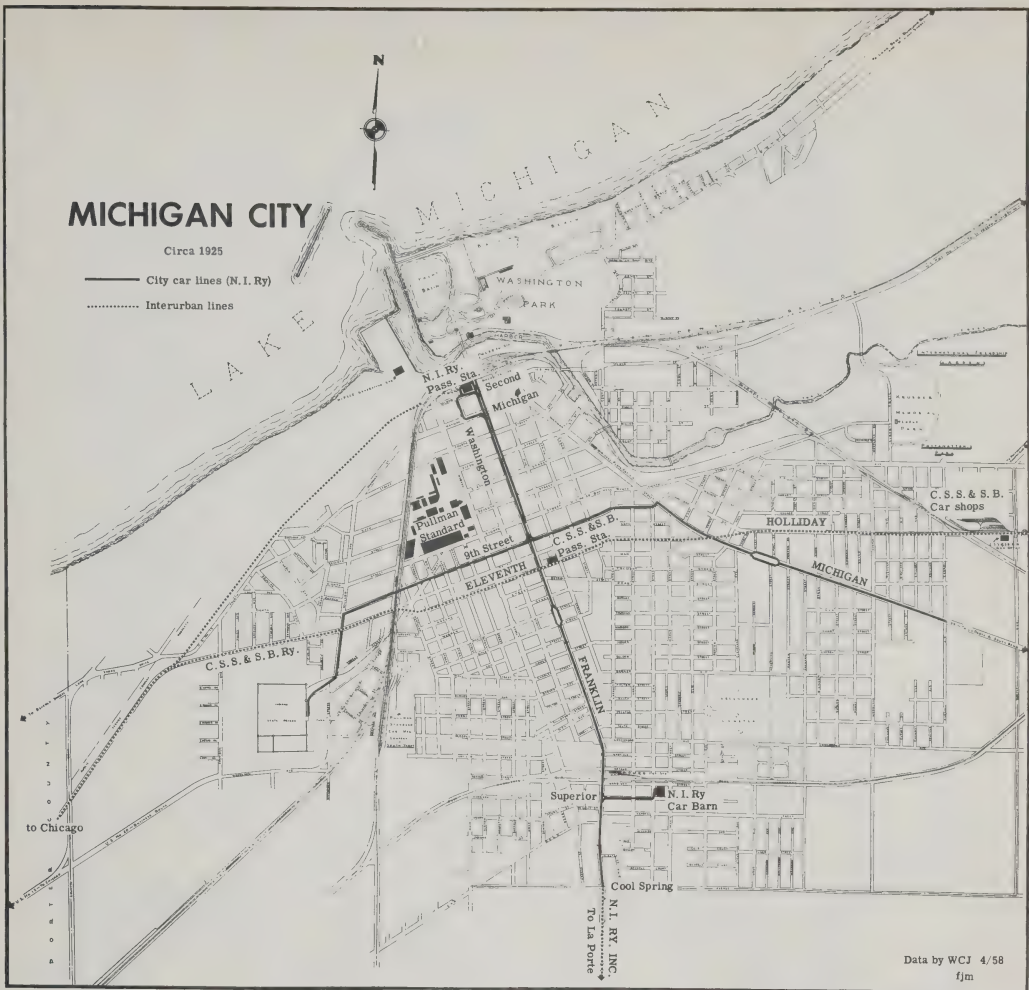
City service in Goshen was consistently a money loser and the company was ready to give it up after the first war, altho the City Council insisted on its continuation. Picking a weekend when the local judge was out-of-town, the company sent a crew from South Bend to dismantle rails and wires of the Eighth Street line. By the time they were finally halted the company had made its point and city service was never resumed. This occurred about 1920.

# MICHIGAN CITY

Circa 1925

City car lines (N.I. Ry)

Interurban lines



Data by WCJ 4/58  
fjm

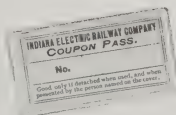
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11 p.m.	20
10 p.m.	40
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8 p.m.	40
7 p.m.	20
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4 p.m.	40
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2 p.m.	40
1 p.m.	20
12 noon	40
11 a.m.	20
10 a.m.	40
9 a.m.	20
8 a.m.	40
7 a.m.	20
6 a.m.	40
5 a.m.	20

**PORTAGE**

0035563

NORTHERN INDIANA RAILWAY CO.

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68

- INTERURBAN LINES

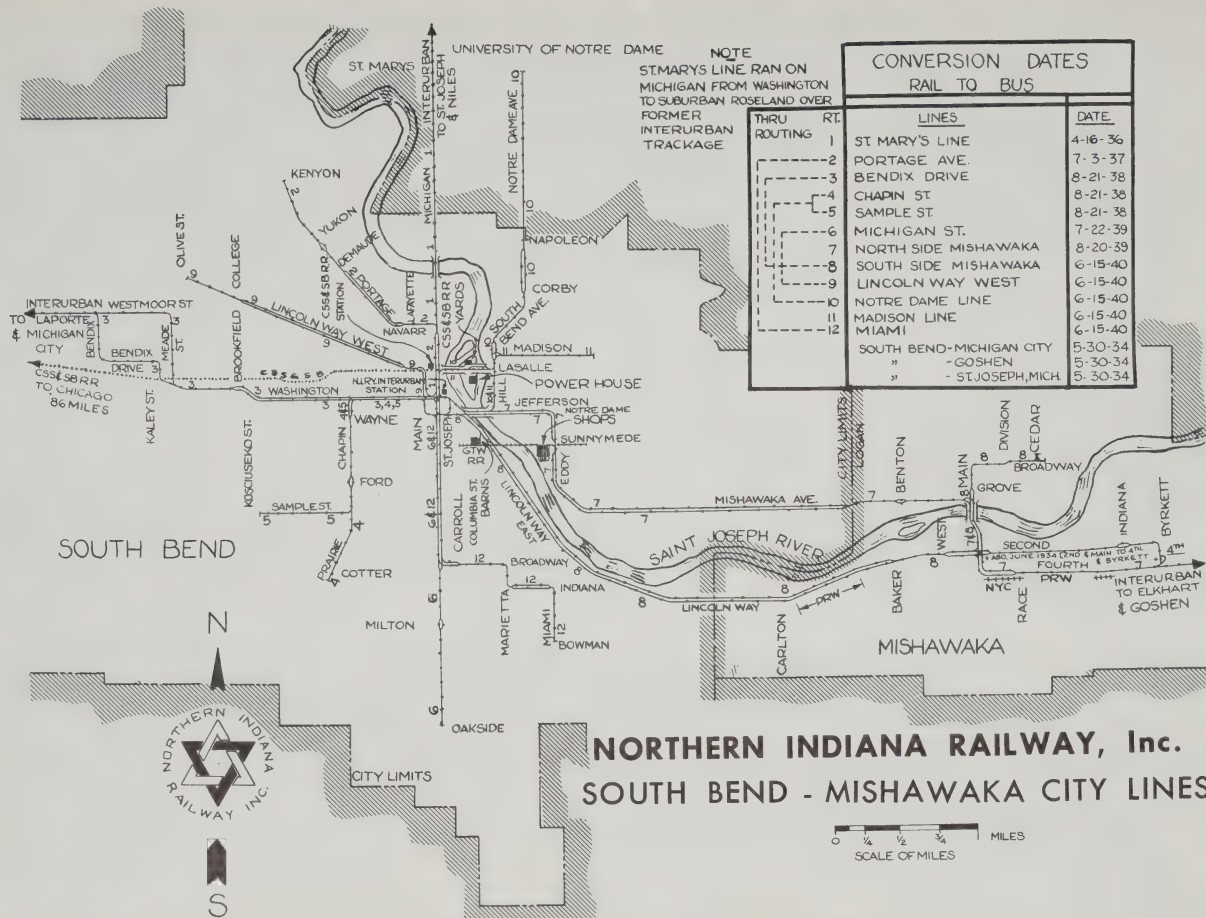
- STEAM RAILROADS

+

**ELKHART**  
**1918**

Chicago South Bend &amp; Northern Indiana Ry. Co.

Data by P. Stringham  
Drawn by W. E. R. 9-60



Reprinted from Bulletin #6, Electric Railway Historical Society.

Drawn: WHB. Data: GKB.

# NORTHERN INDIANA RAILWAY

CAR NUMBER	BUILDER	BUILT	TRUCKS	MOTORS	CONTROL	WEIGHT	SEATS	LENGTH OVERALL	WIDTH OVERALL	HEIGHT OVER ROOF	REMARKS	
											DATA: CGB JJB	COMPLIANCE - LF
CITY AND SUBURBAN CARS												
1-21	St. Louis	'00	McGuire	2-WH49	K10	19,000		28'-10"			ST RR closed cars. Ex-Ind.Ry.Co. 1-21	
26,31											ST DR closed cars. More cars were in this series, but numbers are unknown.	
40-49	Cincinnati	'08					32	32'-0"			ST DR closed cars.	
50-59	St. Louis	'05	St. L. 23								Originally Ind. Ry. Co. 50-59 Renumbered in 150 series.	
60-61	St. Louis	'05	McGuire								Originally Southern Michigan Ry. 200-201. Renumbered in 160 series.	
101-127	St. Louis	'00	McGuire	2-WH49							ST 9 bench open cars. Ex-Ind.Ry.Co. 101-127.	
128-131	St. Louis	'00	McGuire	2-WH49							ST 10 bench open cars. Ex-Ind.Ry.Co. 128-131.	
150	Brill	'99	Brill 27F	2-GE247	K63						Purchased 1922 from NOT&L, ex-813. Ex-Cleveland Rys 330.	
151-153	St. Louis	'05	Brill 27F	2-WH532B	K68						Formerly 51-53, rebuilt 1-man in 1922-23.	
154	St. Louis	'05	St. L. 23A	2-WH56	K63						Ex-54, rebuilt 1-man 1923.	
155	Brill	'01	Brill 27F	2-GE247	K10						Purchased 1922, ex-NOT&L 818. Ex-Cleveland Rys 699 and 329.	
156	St. Louis	'05	Brill 27F	2-WH532B	K68						Ex-56, rebuilt 1-man 1921.	
157-159	St. Louis	'05	Brill 27F	2-GE247	K10						Ex-57-59, rebuilt 1-man 1921-23.	
160-161	St. Louis	'05	Brill 27F	2-GE247	K10						Ex-60-61, rebuilt 1-man 1921-23.	
162	Brill	'99	Brill 27F	2-GE247	K10						Purchased 1922, ex-NOT&L 816. Ex-Cleveland Rys 672 and 302.	
163	Brill	'99	Brill 27F	2-GE247	K10						Purchased 1922, ex-NOT&L 811. Ex-Cleveland Rys 678 and 308.	
164	Brill	'99	Brill 27F	2-GE247	K10						Purchased 1922, ex-NOT&L 814. Ex-Cleveland Rys 674 and 304.	
165	Brill	'99	Brill 27F	2-GE247	K10						Purchased 1922, ex-NOT&L 819. Ex-Cleveland Rys 696 and 326.	
166	Brill	'01	Brill 27F	2-GE247	K10						Purchased 1922, ex-NOT&L 810. Ex-Cleveland Rys 331.	
167	Brill	'99	Brill 27F	2-GE247	K10						Purchased 1922, ex-NOT&L 817. Ex-Cleveland Rys 688 and 318.	
168	Brill	'99	Brill 27F	2-GE247	K10						Purchased 1922, ex-NOT&L 812. Ex-Cleveland Rys 338.	
169	Brill	'99	Brill 27F	2-GE247	K10						Purchased 1922, ex-NOT&L 815. Ex-Cleveland Rys 670 and 300.	
170	Brill	'01	Brill 27F	2-GE247	K6						Purchased 1923, ex-Cleveland Rys 673 and 303.	
171	Brill	'01	Brill 27F	2-GE247	K6						Purchased 1923, ex-Cleveland Rys 736 and 323.	
172	Brill	'01	Brill 27F	2-GE247	K10						Purchased 1923, ex-Cleveland Rys 690 and 320.	
173	Brill	'01	Brill 27F	2-GE247	K6						Purchased 1923, ex-Cleveland Rys 681 and 311.	
175	Brill	'01	Brill 27F	2-GE247	K6						Purchased 1923, ex-Cleveland Rys 689 and 319.	
176	Brill	'01	Brill 27F	2-GE247	K6						Purchased 1923, ex-Cleveland Rys 91 and 355.	
177	Brill	'01	Brill 27F	2-GE247	K6						Purchased 1923, ex-Cleveland Rys 683 and 313.	
178	Brill	'01	Brill 27F	2-GE247	K6						Purchased 1923, ex-Cleveland Rys 691 and 321.	
179	Brill	'99	Brill 27F	2-GE247	K6						Purchased 1923, ex-Cleveland Rys 97 and 350.	
180	Brill	'01	Brill 27F	2-GE247	K6						Purchased 1923, ex-Cleveland Rys 95 and 345.	
201-210	St. Louis	'00	Standard C-50P	4-GE247	K35		40	41'-0"			Ex-Ind.Ry.Co. 201-210. Originally had McGuire 39A trucks and 4-WH49 motors. Cars 202, 203, 206, 207, 208 and 209 lost in 1923 fire.	
211	Brill	'04	Standard C-50P	4-GE247	K75						Ex-LP&MC 5, wrecked 1921.	
212	Brill	'04	Standard C-50P	4-GE247	K75						Ex-LP&MC 4, rebuilt 1-man 1924.	
213	St. Louis	'05	St. L. 23	4-WH56	K35						Ex-Ind. Ry. Co. 213. Rebuilt 1910 to line car 576.	
214	St. Louis	'05	Standard C-50P	4-GE247	K75						Rebuilt with baggage compartment. Lost in 1923 fire. Ex-Ind. Ry. Co. 214	
215	St. Louis	'05	Standard C-50P	4-GE247	K75						Ex-Ind. Ry. Co. 215, rebuilt 1-man 1923.	
216	Jewett	'02	Pechkam 26	4-WH56		53,000	56	49'-4"			Ex-LP&MC 3 Ex-C&SS Ry Co. 109. Rebuilt and renumbered 308.	
216	St. Louis	'07	Standard C-50P	4-WH56	K35	52,500	44	48'-4"	8'-7"	12'-0"	Ex-St. Joseph Valley Ry 102. Acquired as trailer, motorized for city use.	
217	Jewett	'02	Pechkam 26	4-WH56		53,000	56	49'-4"			Ex-Chicago & South Shore Ry Co. 101. Ex-LP&MC 2, rebuilt and burned 1923.	
218-220	Laconia	'07	Standard			50,000	48	38'-0"			Sold 1922 to Lafayette St Ry 50-52.	
221	Brill	'01	Brill 27F	2-WH532B	K68	38,000		47'-1"	8'-1"		Purchased 1923, ex-Cleveland Rys 27 and 361. Renumbered in Cleveland 1910	
222	Brill	'01	Brill 27F	2-WH532B	K68	38,000		47'-1"	8'-1"		Purchased 1923, ex-Cleveland Rys 22 and 353.	
223	Brill	'01	Brill 27F	2-WH532B	K68	38,000		47'-1"	8'-1"		Purchased 1923, ex-Cleveland Rys 28 and 363.	
224	Brill	'01	Brill 27F	2-WH532B	K68	38,000		47'-1"	8'-1"		Purchased 1923, ex-Cleveland Rys 21 and 351.	
225	Brill	'01	Brill 27F	2-WH532B	K68	38,000		47'-1"	8'-1"		Purchased 1923, ex-Cleveland Rys 24 and 357.	
226	Brill	'01	Brill 27F	2-WH532B	K68	38,000		47'-1"	8'-1"		Purchased 1923, ex-Cleveland Rys 26 and 359.	
227	Brill	'01	Brill 27F	2-WH532B	K68	38,000		47'-1"	8'-1"		Purchased 1923, ex-Cleveland Rys 30 and 367.	
600	Brill		Brill 27E								DT 14 bench open car.	
601-610	Cincinnati	'19	Cincinnati 139C	2-GE264	K63B	17,000	32	27'-9"	8'-0"	9'-10"	Single truck Birney cars.	



On these pages is presented a roster of car equipment, consolidated from all previously published sources, with additions and corrections.

The following pages present a pictorial album, approximately arranged in numerical sequence, of the many types of city, interurban and service cars operated on this system.

## NORTHERN INDIANA RAILWAY Cont.

CAR NUMBER	BUILDER	BUILT	TRUCKS	MOTORS	CONTROL	WEIGHT	SEATS	LENGTH OVERALL	WIDTH OVERALL	HEIGHT OVER ROOF	REMARKS
CITY AND SUBURBAN CARS (CONTINUED)											
611-621	Cincinnati	'20	Cincinnati 139C	2-WH508	K63B	17,000	32	27'-9"	8'-0"	9'-10"	Birney cars
801-802	St. Louis	'17	Brill 27F	4-WH510	K75	26,000	40	38'-6"	8'-6"		Originally had St. Louis trucks. Rebuilt several times.
803	St. Louis	'17	St. Louis Arch Bar	4-GE247F	K75	26,000	40	38'-6"	8'-6"		February 1919 Destroyed Columbia St. carhouse fire
804-805	St. Louis	'17	Brill 27F	4-WH510	K75	26,000	40	38'-6"	8'-6"		Originally had St. Louis trucks. Rebuilt several times.
810-812	Cincinnati	'30	Cincinnati	4-WH510G	K75e	31,000	44	41'-6"	8'-6"	11'-5"	Sold to VEROO Richmond Va. in 1940. Renumbered 800-802. Scrapped 1949-1950
814-820	Cincinnati	'30	Cincinnati	4-WH510e	K75e	31,000	44	41'-6"	8'-6"	11'-5"	Sold to VEROO Richmond Va. in 1940. Renumbered 803-809. Scrapped 1949-1950
INTERURBAN PASSENGER CARS											
300-307	Cincinnati	'07	Baldwin MCB	4-GE73	C28	100,000	63	61'-6"	8'-9"	13'-0"	Large single end wooden cars. All except 307 rebuilt in 1923-1927, with 303 being named "Topinabee", 305 "Polagan" and 307 "Keshana".
308	Jewett	'02	Baldwin MCB	4-GE73	C28	53,000	56	49'-4"			Rebuilt from 216. Named "Kawewa" in 1925.
320	Kuhlman	'03	St. Louis 23 MCB	Trail			45	50'-0"			Purchased 1919 from Detroit, Jackson & Chicago RR, built for Jackson & Battle Creek Traction Co.
351-360	Cummins	'30	Cummins 64	4-WH 516A3	K75F	42,500	42	47'-2"	8'-10"	10'-8"	Lightweight interurbans. Sold 1934 to Indiana PF, becoming their 50-59
400-409	St. Louis	'06	St. Louis	4-GE74	C28		54	52'-0"	8'-8"	12'-0"	Ex-Southern Michigan Ry 300-309. Cars 401 and 408 rebuilt with baggage compartments. Scrapped in 1930.
FREIGHT AND SERVICE CARS											
500	St. Louis	'06	Brill 27	4-WH56	K14			49'-3"			Express motor, ex-Indiana Ry Co 2
501	St. Louis	'00	McGuire 39								Express motor, ex-Indiana Ry Co 1
502	Jewett	'02									Express motor rebuilt from LPMC 1, ex-Chicago & South Shore Ry 99.
503	Kuhlman	'08	Brill 27	4-WH56	K14			48'-7"			Originally Indianapolis & Martinsville Rapid Transit Co 110.
504	Niles	'09	McGuire	4-GE74	C28	42,000		52'-0"	8'-7"	12'-9"	Express motor
505	Niles	'09	McGuire	4-WH56	K14	42,000		52'-0"	8'-7"	12'-9"	Express motor, ex-Southern Michigan 2
506	CS&NI	'21	Baldwin MCB	4-GE74	C28			53'-10"			Express motor, rebuilt from 400 class passenger car.
527	Russell										Express motor, rebuilt from SM Ry rotary plow.
550-553	McG., Cummins	'10	McGuire	2-WH49	K10	29,500		28'-3"	8'-11"	11'-0"	Sweepers, rebuilt in 1919.
554	McG., Cummins	'19	McGuire	2-WH49	K10	29,500		28'-3"	8'-11"	11'-0"	Sweeper
560			Trail								Flow, ex passenger car.
570	CS&NI	'22	St. Louis	4-WH56	K-14	30,000		34'-10"			Work motor
571	CS&NI	'23	St. Louis	2-WH56	K-6	50,000		36'-6"			Line car, rebuilt from freight trail
572	CS&NI	'23	St. Louis	2-WH56	K-6	50,000		36'-6"			Line car, rebuilt from freight trail
573	CS&NI	'23	McGuire	2-WH49	K10						Sand car, rebuilt from open car 111
574	St. Louis	'00	McGuire	2-WH49	K10	19,000		28'-10"			Work car, ex- 1-21 class.
575	St. Louis	'00	McGuire	2-WH49	K10	19,000		28'-10"			Work car, ex- 1-21 class.
576	St. Louis	'06	Peckham	4-WH56	K14						Line car, rebuilt from 213.
577	CS&NI		McGuire	2-WH49	K10						Tower car, rebuilt from single truck open car.
578	St. Louis	'00	McGuire	2-WH49	K10	19,000		28'-10"			Instruction car, rebuilt from 1-21 class.
579	St. Louis	'00	Brill 21F	2-WH49	B3	19,000		28'-10"			Work car, ex-12.
701-704			Arch Bar	Trail	None			38'-2"	8'-4"		Freight trailers
707-711			Trail	None				36'-0"	8'-9"		Freight trailers
750-751			Trail	None				38'-6"	8'-0"		Flat cars
752			Trail	None				38'-6"	8'-0"		Flat car
753	CS&NI	'29									4230 gallon tank car
791	St. Louis	'00	McGuire								Flat car, ex-passenger car
900	Cincinnati	'10	Arch Bar	Trail				41'-8"	8'-9"		Portable sub station, ex-CS&NI #1
1000	CS&NI	'21	Peckham	4-WH56	K14	64,000		47'-9"			Locomotive



From top down:  
 #26 at South Bend  
 #43 at Elkhart  
 #31 at LaPorte  
 All taken about 1910.  
 (V-Z)





Above: #17  
Center: #207  
Bottom: #212

All at South Bend

(Photos: MM,  
from RES)







Top: Car #201 on approach to Southern Michigan's Berrien Springs bridge. (GK)  
 Center: Car #55, South Bend.  
 Bottom: Car #58, South Bend.  
 (2 photos, MM from RES)





Top: #205 on Bendix line,  
en route Mishawaka via  
South Side. Note distinct-  
ive lettering of roller  
curtain signs.

November, 1937 (EF)



Center: #216 on Notre  
Dame line in November  
1937. This car was once  
a trailer behind a gas-  
electric motor car on the  
St. Joseph Valley line,  
in Eastern Indiana.

(V-Z)



Bottom: #801 at the end  
of rail at Chestnut on  
Broadway in Mishawaka  
in 1937.

(JD)



Top: #150 one of the cars acquired from Cleveland in 1922. Photo at South Bend, July 3, 1938. (RVM)

Bottom: #160, one of the St. Louis-built Indiana Railway cars, at South Bend, September, 1936. (EF)

Top: #225 emerges from loop at Byrckett on the edge of Mishawaka, 1936. (V-Z)

Bottom: #225 and #227 pass on private right-of-way once used by Cogen interurban. (V-Z)





Top: #210 about to make South Shore  
Line crossing at Bendix Drive line,  
November, 1937 (V-Z)

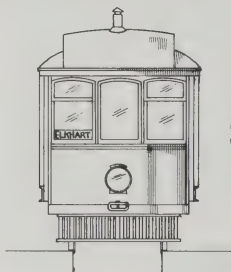
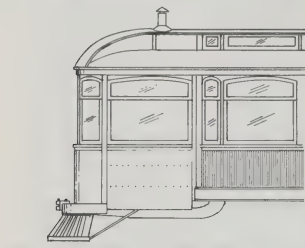
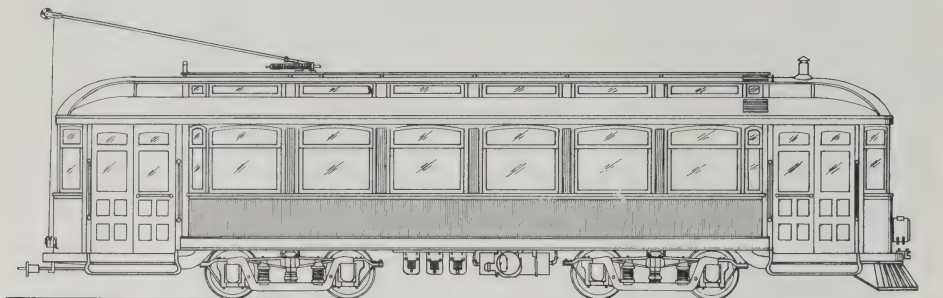
Bottom: #215 on Pine Creek trestle of  
Elkhart-Bristol line of St. Joe Valley  
interurban, 1911. (V-Z)

Top: #212 in South Bend-Mishawaka  
service, January 14, 1938. Note  
steel side plating. (V-Z)

Bottom: #215 as a one-man car for  
city service on Center line in South  
Bend, November, 1937. (V-Z)

# NORTHERN INDIANA RAILWAY

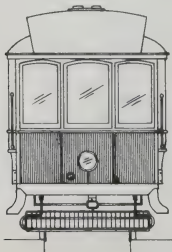
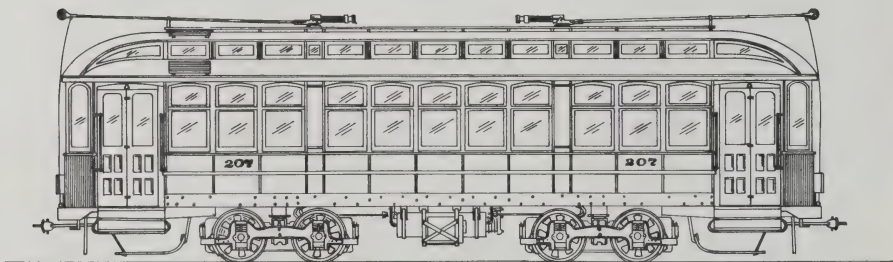
## CARS 213-215



These cars were built by St. Louis Car Company in 1905 for the Indiana Railway Company. They were used later to open the Elkhart-Bristol line of the St. Joseph Valley Traction Company. Car #213 was rebuilt in 1910 to service car #576. Cars #214 and #215 were later used in South Bend city service. Car #214 was burned in the 1923 car barn fire. Car #215 was one-manned in the same year. It was in service until the end of street railways in South Bend.

(Drawing: LF)

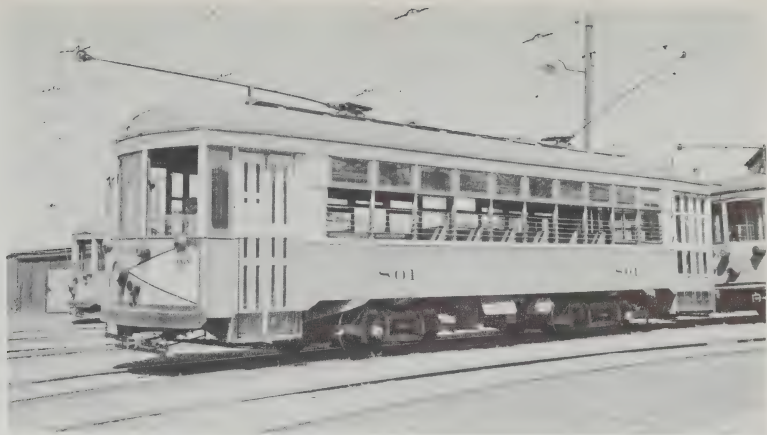
## CARS 201-210



Built by St. Louis Car Company in 1900, these cars were the original interurban cars of the Indiana Railway Company. Equipped at first with McGuire #39 A trucks. Several were renumbered in the 300 series and leased to the Southern Michigan Railway Company until the arrival of the latter company's own cars.

All except #201, 204, 205 and 210 were lost in a fire at Columbia St. car barn in 1923. These remaining cars served too in South Bend until the end of city service there in 1940.

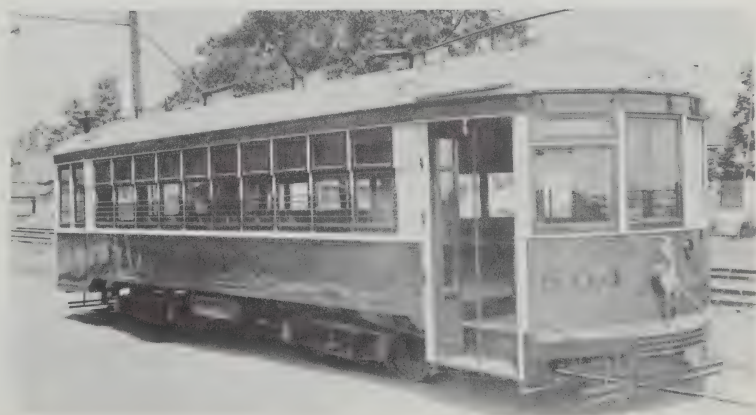
(Drawing: LF)



The 800-series were built by St. Louis in 1917. There were only 5 of them and they were rebuilt several times.

Top: #801, 1938 (RVM)  
Center: Same car in service on Elm Street at Broadway in Mishawaka, 1937. (V-Z)

Bottom: #804 as originally built without rear treadle-operated door. Note arch-bar trucks. (V-Z)







Final series of Northern Indiana city cars for use in South Bend were the 810-series, built by Cincinnati in 1930.

Top: #815 at Roseland siding of former inter-urban route to St. Joseph, Michigan, retained for local service to St. Marys. Photo, May, 1936. (V-Z)  
Bottom: #802 in service at Richmond on the Virginia Electric & Power Company during the second World War, after end of service in South Bend. (WCJ)



# NORTHERN INDIANA RAILWAY

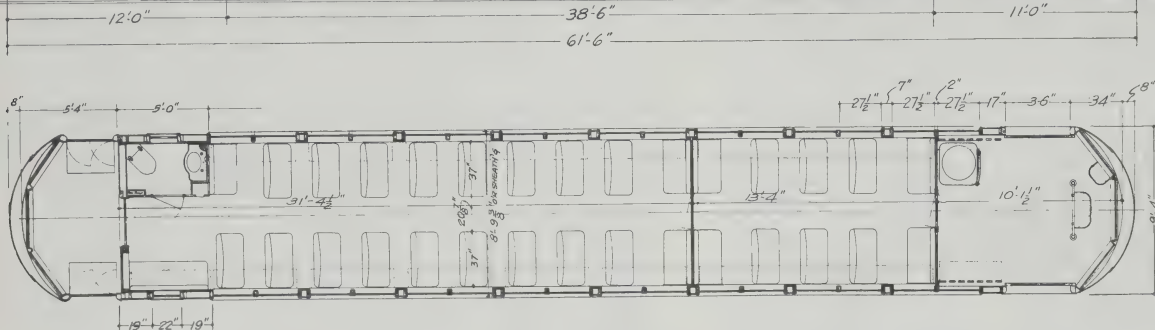
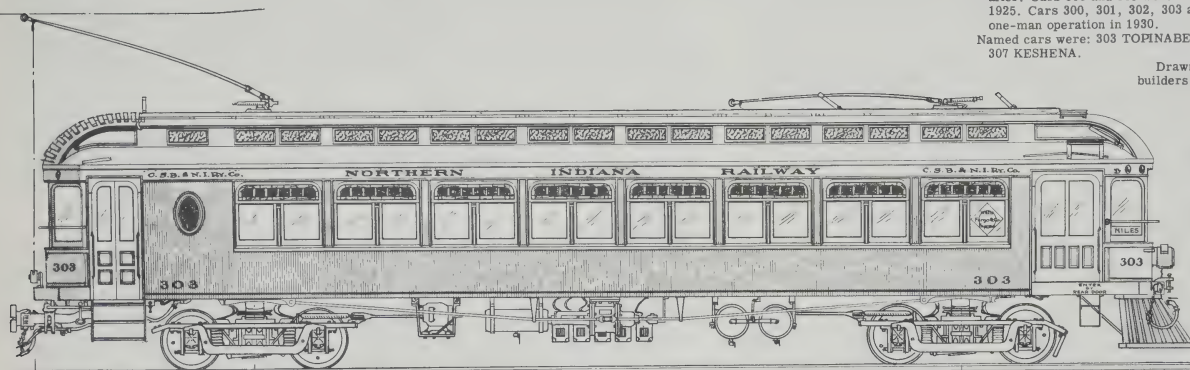
## Cars 300-307

Eight combination baggage-smoker-coach interurban cars, built 1907 by the Cincinnati Car Company, Cincinnati, Ohio. Equipped with 4 GE 73 (75 hp) motors and type M control, with 2 type C28 master controllers.

Fitted with Baldwin trucks. Seating for 63 passengers. Painted Pullman green from 1907 to 1925 and orange thereafter. Cars 303 and 305 were fitted with bucket seats in 1925. Cars 300, 301, 302, 303 and 306 were rebuilt for one-man operation in 1930.

Named cars were: 303 TOPINABEE, 305 POKAGON, and 307 KESHENA.

Drawn for CERA from  
builders plans, 4/1960 - GK





II-24



The 300-307 series were built by Cincimati to almost, but not quite the design developed for Ohio Electric and Terre Haute Indianapolis & Eastern. These photographs date to about 1915. (GK)





Cars #303 and 305 were modernized to take over the new POTAWATOMI TRAVELER trains in 1925, the installation including new lighting, seating and a traction orange paint job. Front end was given illuminated train name and number signs.



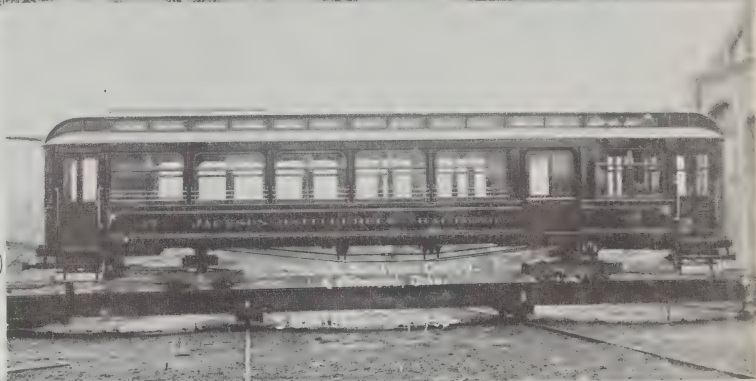
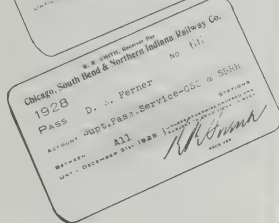
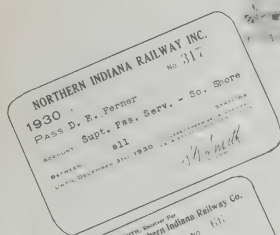


Among CSB&NI heavy cars, #308, "WAKEWA" was an oddity, very similar but not identical to the other 300-series. It was rebuilt into a combination baggage-passenger car in the company shops. Original car, built by Jewett, was Chicago & South Shore Railway #109, shown left, which was later renumbered LaPorte & Michigan City Traction Company 3, then CSB&NI #216 (first) before winding up as #308.

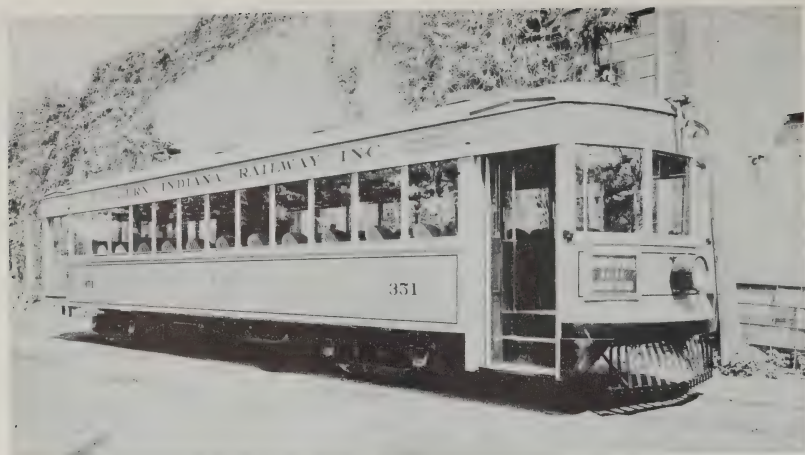


Right: Sole interurban trailer #320, made from Jackson & Battle Creek motor like that shown just below. (GK)

Bottom: CSB&NI #217, one of the original Chicago & South Shore Railway cars. (VZ)







The Cummings-built 351-360 class were high performance lightweight cars that could outrun their heavy predecessors despite the fact that they had only two-thirds the horsepower. Their low-floor also made for faster, easier loading. After Northern Indiana ceased operation these cars were used on Indiana Railroad. (GK)





Four of the heavy 300-class cars were rebuilt in the early 1930s for one-man service. Above is car #302 at the Michigan City carhouse in 1933... Revamping included making over the old rear vestibule as the normal front end and reversing the seats accordingly. The vestibule was lengthened slightly to a flatter end than before, thus making possible a wider stair and folding, power doors. Controls were moved to the left side and the high C6 master controller was lowered thru a hole cut in the floor to get it down to a comfortable height for the seated operator.... Thus was made a practical relief car for the new 350-series lightweight cars, like #356, shown below at Elkhart.

(Photos, top and left; GK; below RVM)

II-29



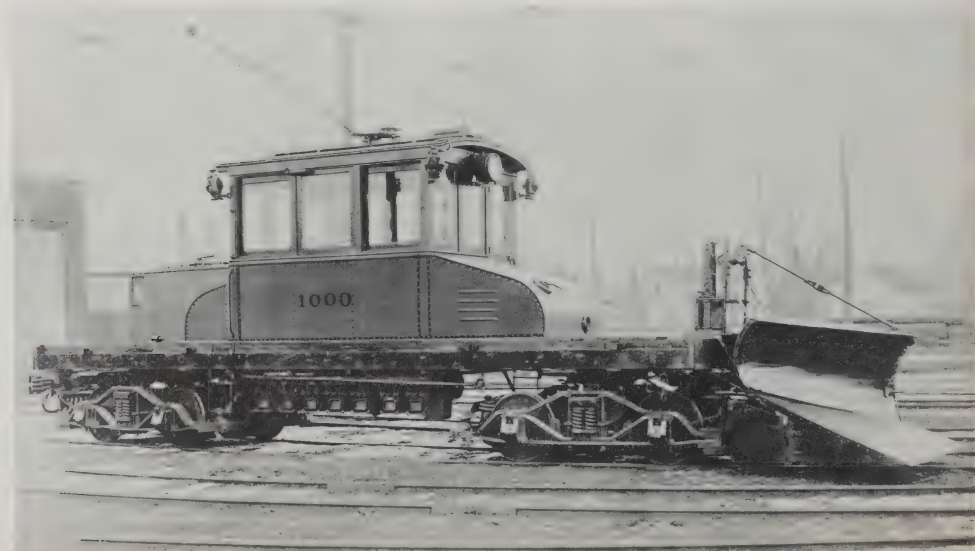


Crammed brimful with less-than-carload shipments, Kuhlman-built box motor #503 was recorded in photo above ready to leave South Bend freight house, circa 1909.

Locomotive #1000 was built in company shops. It was equipped with detachable snowplow.

Photo below was taken of freshly completed car in 1921.

(GK)







FREIGHT and WORK EQUIPMENT (From left to right and from top to bottom): Above: Box motor #503 at Columbia Av. freight house, 1933; note Winona R.R. trailer visible at rear right.....Ex-Southern Michigan box motor #606. Below: Box motor #527..Single-truck sweeper #550, August 7, 1938...Work motor #570, September, 1932.....Line car #571 crossing Grand Trunk bridge over St. Joseph River, August 7, 1938....Line car #572, equipped with offset link for a coupler, working in freight service, 1933....Sand car #573...All photos taken at the Notre Dame carhouse unless otherwise noted. (All: V-Z)







# SOUTHERN MICHIGAN RAILWAY COMPANY



"PEACH BELT WAY"  
South Bend  
- Niles -  
Buchanan  
Berrien Springs  
and  
St. Joseph

GENERAL OFFICES  
SOUTH BEND, IND.

The following four pages contain a small representation of public and operating timetables of Northern Indiana Ry.

## Time Table

Effective July 1, 1907

### NORTH BOUND—South Bend to St. Joseph

STATIONS	Miles	A. M.	P. M.
SOUTH BEND	0.0	6:00	11:00
St. Mary's	2.0	6:08	11:08
Bertrand	6.8	6:17	11:17
Brandywine	8.4	6:22	11:22
NILES	10.9	6:30	11:30
River Bluff	12.2	6:34	11:34
Thompson's	15.1	6:38	11:38
Summit	17.7	6:45	11:45
BERRIEN SPRINGS	20.4	6:50	11:50
Twin Springs	24.0	6:57	11:57
Rockey's	25.5	7:00	12:00
Munch	26.5	7:02	12:02
Scodale	28.5	7:07	12:07
Royalton Heights	31.1	7:15	12:15
ST. JOSEPH	35.0	7:27	12:27
	A. M.		A. M.

SUBJECT TO CHANGE WITHOUT NOTICE

ST. MARY'S LINE: Cars leave South Bend Station for Navarre Place, St. Mary's and Notre Dame, beginning at 6 A. M. and every thirty minutes thereafter until 11 P. M., except Sundays. Sundays, 7:30 A. M. until 11 P. M.

### SOUTH BOUND—St. Joseph to South Bend

STATIONS	Miles	A. M.	A. M.	P. M.	P. M.
ST. JOSEPH	0.0	6:30	10:30	11:30	
Royalton Heights	3.9	6:45	10:45	11:45	
Scodale	6.5	6:52	10:52	11:52	
Munch	8.5	6:58	10:58	11:58	
Rockey's	9.5	7:00	11:00	12:00	
Twin Springs	11.0	7:03	11:03	12:03	
BERRIEN SPRINGS	14.6	7:10	11:10	12:10	
Summit	17.3	7:15	11:15	-----	
Thompson's	19.9	7:22	11:22	-----	
River Bluff	22.2	7:26	11:26	-----	
NILES	24.1	7:30	11:30	-----	
Brandywine	26.6	7:38	11:38	-----	
Bertrand	28.2	7:43	11:43	-----	
St. Mary's	33.0	7:51	11:51	-----	
SOUTH BEND	35.0	7:57	11:57	-----	
	A. M.	A. M.	P. M.	A. M.	

SUBJECT TO CHANGE WITHOUT NOTICE

ST. MARY'S LINE: Cars leave St. Mary's and Notre Dame for South Bend, beginning at 6:15 A. M., and every thirty minutes thereafter until 11:15 P. M., except Sundays. Sundays 7:45 A. M. until 11:15 P. M.

## Rates of Fare

Effective June 11, 1907

FROM	South Bend	Niles	Berrien Springs	St Joseph
TO	S. T. R. T. S. T. R. T. S. T. R. T. S. T. R. T.			
SOUTH BEND	---	20	35	40
St. Mary's	05 10 15	30 35 40	70 70 1 25	
Bertrand	10 20 15	30 35 40	65 65 1 15	
Brandywine	15 25 05	10 25 40	55 55 95	
NILES	20 35	---	20 35 50 90	
River Bluff	25 45 05 10	15 25 45 80	40 40 70	
Thompson's	30 50 10 15	10 20 40 70	---	
Summit	35 60 15 25	05 10 35 60	---	
BERRIEN SPRINGS	40 70 20 35	---	30 55	
Twin Springs	45 80 25 45	05 10 25 45	---	
Munch	50 95 30 55	10 20 30 35	---	
Scodale	55 1 00 35 65	15 30 35 15 25	---	
Royalton Heights	60 1 10 40 75	20 30 40 15 15	---	
St. Joseph Limits	65 1 15 45 80	25 45 05 10	---	
ST. JOSEPH	70 1 25 50 90	30 35 65	---	

TICKET STATIONS ARE IN CAPITALS

(GK)



RAYMOND R. SMITH, Receiver

# Northern Indiana Railway, Inc.

SOUTH BEND--MICHIGAN CITY DIVISION

SOUTH BEND--ST. JOSEPH DIVISION

SOUTH BEND--GOSHEN DIVISION

## 70 TIME TABLE 70

EFFECTIVE 4.00 A. M., SUNDAY, JULY 9, 1933.

This Time Table is for the Government and Information of Employees only, and the Company reserves the right to vary from it as circumstances may require. Read the rules and study the table carefully. Note general change in time.

DESTROY ALL TIME TABLES OF PREVIOUS DATE

W. W. WATERSON,  
Supt. Transportation,  
South Bend, Indiana.

J. C. MYERS  
Trainmaster  
South Bend, Indiana.

### South Bend to Michigan City WESTWARD

TIME TABLE NO. 70 EFFECTIVE SUNDAY, JULY 9, 1933 A. M.	FIRST CLASS																TIME TABLE NO. 70 EFFECTIVE SUNDAY, JULY 9, 1933 A. M.
	71	69	67	65	63	61	59	57	55	53	51	51	53	55	57	59	
STATIONS AND SIDINGS	71	69	67	65	63	61	59	57	55	53	51	51	53	55	57	59	STATIONS AND SIDINGS
SOUTH BEND	11:00	8:00	6:20	4:45	3:45	1:45	11:45	9:45	7:45	6:45	5:40	5:40	5:40	5:40	5:40	5:40	SOUTH BEND
BENDIX	11:12	8:12	6:32	4:57	3:57	1:57	11:57	9:57	7:57	6:57	5:50	5:50	5:50	5:50	5:50	5:50	BENDIX
CHAIN	11:17	8:17	6:37	5:05	4:05	2:05	12:05	10:05	8:05	7:02	5:55	5:55	5:55	5:55	5:55	5:55	CHAIN
LOG CABIN	11:22	8:22	6:42	5:11	4:09	2:09	12:09	10:09	8:09	7:15	6:02	6:02	6:02	6:02	6:02	6:02	LOG CABIN
NEW CARLISLE	11:27	8:27	6:47	5:17	4:15	2:15	12:15	10:15	8:15	7:21	6:08	6:08	6:08	6:08	6:08	6:08	NEW CARLISLE
SOUTH SHORE	11:38	8:38	6:58	5:28	4:18	2:18	12:18	10:18	8:18	7:22	6:09	6:09	6:09	6:09	6:09	6:09	SOUTH SHORE
HULSON	11:51	8:51	7:11	5:41	4:18	2:18	12:18	10:18	8:18	7:24	6:11	6:11	6:11	6:11	6:11	6:11	HULSON
WOOD	11:56	8:56	7:16	5:46	4:22	2:22	12:22	10:22	8:22	7:26	6:14	6:14	6:14	6:14	6:14	6:14	WOOD
ROLLING PRAIRIE	12:00	9:00	7:20	5:50	4:25	2:25	12:25	10:25	8:25	7:28	6:16	6:16	6:16	6:16	6:16	6:16	ROLLING PRAIRIE
CHICAGO ROAD	12:05	9:05	7:25	5:55	4:30	2:30	12:30	10:30	8:30	7:32	6:20	6:20	6:20	6:20	6:20	6:20	CHICAGO ROAD
LAKE ERIE	12:10	9:10	7:30	6:00	4:35	2:35	12:35	10:35	8:35	7:38	6:26	6:26	6:26	6:26	6:26	6:26	LAKE ERIE
LAPORTE	12:15	9:15	7:35	6:05	4:40	2:40	12:40	10:40	8:40	7:43	6:32	6:32	6:32	6:32	6:32	6:32	LAPORTE
WELLER AVE.	12:20	9:20	7:40	6:10	4:45	2:45	12:45	10:45	8:45	7:47	6:34	6:34	6:34	6:34	6:34	6:34	WELLER AVE.
CAR BARN	12:25	9:25	7:45	6:15	4:50	2:50	12:50	10:50	8:50	7:50	6:38	6:38	6:38	6:38	6:38	6:38	CAR BARN
PIERCE	12:30	9:30	7:50	6:20	4:55	2:55	12:55	10:55	8:55	7:53	6:42	6:42	6:42	6:42	6:42	6:42	PIERCE
WATERFORD	12:35	9:35	7:55	6:25	5:00	3:00	1:00	11:00	9:00	8:00	6:47	6:47	6:47	6:47	6:47	6:47	WATERFORD
TIMES	12:40	9:40	8:00	6:30	5:05	3:05	1:05	11:05	9:05	8:05	6:52	6:52	6:52	6:52	6:52	6:52	TIMES
SUPERIOR	12:45	9:45	8:05	6:35	5:10	3:10	1:10	11:10	9:10	8:10	6:57	6:57	6:57	6:57	6:57	6:57	SUPERIOR
MICHIGAN CITY	12:50	9:50	8:10	6:40	5:15	3:15	1:15	11:15	9:15	8:15	7:02	7:02	7:02	7:02	7:02	7:02	MICHIGAN CITY
	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	
	71	69	67	65	63	61	59	57	55	53	51	51	53	55	57	59	

At single ended sidings trains facing switch point will take siding.  
All extra trains will report to dispatcher when two clear for regular trains.  
January 1, May 30, July 4, Labor Day, Thanksgiving and Christmas are  
closed as holidays.

Extra trains will clear the time of regular trains five minutes.  
Figures in full face type denote meeting points.

# SPECIAL INSTRUCTIONS

## RAILROAD CROSSINGS

**SOUTH BEND-ST. JOE DIVISION**  
Between South Bend Station and Lapeere's Siding—  
crossing Chicago, Lake Shore and South Bend Railway Co.  
Between Lapeere's Siding and Saint Mary's Siding—  
1 crossing Michigan Central Switch Track. Controlled by gates.

**SOUTH BEND-GOSHEN DIVISION**  
Between South Bend Station and Mishawaka Siding—  
crossing Grand Trunk R. R.  
Between Elkhart Station and Prairie Street Siding—  
crossings New York Central R. R.  
Between Elkhart Siding and Goshen Station—  
crossing New York Central Switch Track. Controlled by gates.  
1 crossing New York Central Switch Track. Controlled by gates.

**SOUTH BEND-MICHIGAN CITY DIVISION**  
Between South Bend Station and Bendix Siding—  
crossing C. & N. W. R. R.  
Between Bendix Siding and Chain Siding—  
crossing Chicago, Lake Shore and South Bend Railway Co.  
Between New Carlisle Siding and Hudson Siding—  
crossing Chicago, Lake Shore and South Bend Railway Co.  
Between Lake Erie Siding and LaPorte Station—  
crossing Lake Erie & Western R. R.  
Between LaPorte Station and Walker Avenue Siding—  
crossing New York Central R. R.  
Between Walker Avenue Siding and Car Barn Siding—  
crossing New York Central R. R.  
1 crossing New York Central Switch Track. Controlled by gates.  
Between City Lines Siding and Michigan City Station—  
crossing Lake Erie & Western R. R.  
2 crossings Lake Erie & Western R. R.  
2 crossings Lake Erie & Western R. R.

### Superior of Trains.

Trains will not leave terminal or junction point until all trains due have arrived without meeting point fixed by train order.  
Trains in other direction have no meeting point and will meet as per time table unless otherwise ordered by dispatcher.

### Station Rules.

Goshen Station.  
Elkhart Station.  
South Bend Freight House.  
South Bend Passenger's Office.  
St. Joe Station.  
Michigan City Station.

**DISPATCHERS, Verne Gillett,  
C. M. White.**

**Connections**  
South Bend-Goshen Division authorized for Wisconsin connection with all trains, but for the Wisconsin Line unless otherwise instructed by dispatcher.  
All divisions. Conductors will report to dispatcher all passenger for connections at Goshen and South Bend before departing time of train to be connected with.

### Yard Limit Bounds

From Goshen Station to a point 800 feet west of Miller's Siding.  
From a point 1,000 feet east of Noyes Siding to a point 800 feet west of Station No. 17.  
From a point 800 feet east of Mishawaka Station to a point 800 feet west of New Carlisle Siding.  
From a point 800 feet east of New Carlisle Siding to a point 1,200 feet west of New Carlisle Siding.  
From a point 800 feet east of City Siding to Michigan City Siding.  
From South Bend Station to a point 800 feet south of St. Mary's Siding.  
From St. Joe City Limits to St. Joe Station.

### Speed Restrictions and Stops.

All divisions R. R. Crossings where by rules required to flag stop at distance of 60 feet.  
All divisions R. R. Crossings switch tracks controlled by gates up to 100 feet.  
All divisions Electric Railway Crossings make safety stop.

### South Bend-St. Joe Division.

All south bound trains make safety stop at State and Broad streets St. Joe.  
All north bound trains make safety stop at Ship and State streets St. Joe.  
All trains reduce speed to ten miles an hour at station No. 14.  
All trains stop at distance of 75 feet from Southport Crossing and sound long blast of the whistle once, continuing.  
All trains reduce speed to eight miles an hour at station No. 15.  
All north bound trains make safety stop at station No. 15.  
All trains make safety stop at Michigan Central Tunnel, Niles, Mich.  
All trains reduce speed to eight miles an hour before entering crossing.  
All trains make safety stop at Saint Mary's Crossing.  
All trains reduce speed to eight miles an hour before entering crossing.  
All divisions. All trains equipped with special instructions to city trainmen on safety stops and speed restrictions in South Bend, Mishawaka, Elkhart, Goshen and Michigan City.

### Regular Stations

All trains will register at Goshen, Michigan City, and St. Joe.  
All trains of the South Bend-Goshen Division will register at St. Mary's Telephone Booth, and the South Bend-Goshen Division will register at Bendix Telephone Booth.  
All trains of the South Bend-Goshen Division will register at Mishawaka.  
Trains Nos. 101, 106, 110 and 115 will register at Niles.

## LIST OF SURGEONS

F. E. Ash, Goshen, Ind.  
Office Phone, 72.  
Residence, Home 294.

F. T. Wilcox, LaPorte, Ind.  
Office Phone, Hall 189.  
Residence, Home 198.

E. G. Blinck, Michigan City, Ind.  
Office Phone, Home 23.  
Residence, Home 205.

A. G. Tillotson, Michigan City, Ind.  
Office Phone, Home 23.  
Residence, Home 23.

## Reporting Stations.

All trains will report at Goshen, Mishawaka, Michigan City, St. Joe, St. Mary's and Bendix.

## Station Telephone Calls.

Dispatcher, 1 ring.  
Goshen, 1 long.  
New Carlisle, 1 long and 2 short.  
Elkhart Station, 3 long.  
Elkhart Freight House, 2 long.  
City, 2 long.  
New Carlisle, 1 long and 2 short.  
Belling Prairie, 2 long and 1 short.  
LaPorte, 3 long.  
LaPorte Freight House, 1 short, 1 long.  
LaPorte Sub Station, 4 long.  
Michigan City Station, 4 long.  
Niles, 2 long.  
Bendix Siding, 3 long.  
Jordans, 1 long and 1 short.  
St. Joe, 4 long.  
Playland Park, 1 long, 1 short.

## Block Signals

Between Miller's Siding and Hivory Siding U. S. & C. Co. Track Circuit Signal in operation.  
Between Hivory Siding and Noyes Siding Hivory Signal in operation.  
Between Noyes Siding and Prairie Street Siding Michigan Signal Co. Trolley Circuit Signal in operation.  
Between Baker and West Streets, Mishawaka, Neshoba Signal Co. Trolley Circuit Signal in operation.  
Between Circle Ave. and Olive street and between Bendix Drive and Bendix siding, Neshoba Signal Co. Trolley Circuit Signal in operation.  
Between Bendix Siding and Lake Erie Siding, U. S. & C. Co. Track Circuit Signal in operation.  
Between Walker Avenue and City Limits U. S. & C. Co. Track Circuit Signal in operation.  
Between Walker Avenue and Lapeere's Siding hand thrown signals in operation.  
Between Lapeere's Siding and State Line Siding U. S. & C. Co. Track Circuit Signal in operation.

## Terminals of City Lines

South Main St. & Elkhart, Hivory Siding.  
Harrison Street, Elkhart, at Station 17.  
Walker Avenue, South Bend, at Bendix Drive.  
St. Mary's, South Bend, at St. Mary's Siding.  
All trains will be governed by special instructions pertaining to city operation and under jurisdiction of city superintendents while operating over lines under their supervision. Trains will approach the terminals of all City Lines under control.

**LOCAL SUPTS., Wm. A. Hahn, South Bend, Ind.  
At Hershenberger, Elkhart, Ind.**

E. Y. Seelye, South Bend, Ind.  
Office Phone, 3 2890.  
Residence, 3 2855.

Edgar Myers, South Bend, Ind.  
Office Phone, 3 4327.  
Residence, 3 4323.

Prof. Lammon, Elkhart, Ind.  
Office Phone, 3 2843.  
Residence, 1-2848.

Dr. J. W. Short, Elkhart, Ind.  
Office Phone, 2296.  
Residence, Home 32.

E. J. Witt, St. Joseph, Mich.  
Office Phone, Bell 3 7 ring.  
Residence, Home 2 5 ring.

B. D. Giddings, Niles, Mich.  
Office Phone, Bell 302.  
Residence, Home 300.

# Michigan City to South Bend EASTWARD

TIME TABLE NO. 70		FIRST CLASS																TIME TABLE NO. 70	
EFFECTIVE SUNDAY, JULY 8, 1933		EFFECTIVE SUNDAY, JULY 8, 1933																EFFECTIVE SUNDAY, JULY 8, 1933	
STATIONS AND DISTANCES		STATIONS AND DISTANCES																STATIONS AND DISTANCES	
SOUTH BEND		SOUTH BEND																SOUTH BEND	
41.3	2:30 P.M.	50	52	54	56	58	60	62	64	66	68	70						41.3	2:30 P.M.
37.7	7:15 A.M.	50	52	54	56	58	60	62	64	66	68	70						37.7	7:15 A.M.
34.4	7:57 A.M.	50	52	54	56	58	60	62	64	66	68	70						34.4	7:57 A.M.
30.0	7:53 P.M.	50	52	54	56	58	60	62	64	66	68	70						30.0	7:53 P.M.
27.4	8:54 A.M.	50	52	54	56	58	60	62	64	66	68	70						27.4	8:54 A.M.
23.9	6:51 A.M.	50	52	54	56	58	60	62	64	66	68	70						23.9	6:51 A.M.
21.4	6:11 A.M.	50	52	54	56	58	60	62	64	66	68	70						21.4	6:11 A.M.
18.9	6:47 A.M.	50	52	54	56	58	60	62	64	66	68	70						18.9	6:47 A.M.
16.4	6:17 A.M.	50	52	54	56	58	60	62	64	66	68	70						16.4	6:17 A.M.
13.9	6:12 A.M.	50	52	54	56	58	60	62	64	66	68	70						13.9	6:12 A.M.
11.4	6:07 A.M.	50	52	54	56	58	60	62	64	66	68	70						11.4	6:07 A.M.
9.0	6:02 A.M.	50	52	54	56	58	60	62	64	66	68	70						9.0	6:02 A.M.
6.5	5:57 A.M.	50	52	54	56	58	60	62	64	66	68	70						6.5	5:57 A.M.
4.0	5:52 A.M.	50	52	54	56	58	60	62	64	66	68	70						4.0	5:52 A.M.
1.5	5:47 A.M.	50	52	54	56	58	60	62	64	66	68	70						1.5	5:47 A.M.
		50	52	54	56	58	60	62	64	66	68	70							

At single ended sidings trains facing siding point will take siding.  
All extra trains will report to dispatcher when late clear for regular trains.  
January 1, May 26, July 4, Labor Day, Thanksgiving and Christmas are classed as holidays.

Extra trains will clear the time of regular trains five minutes.  
Figures in full face type denote meeting points.

# South Bend to St. Joseph NORTHWARD

TIME TABLE NO. 70 EFFECTIVE SUNDAY, JULY 8, 1933 A. & M.	FIRST CLASS																STATIONS AND SIGNS	TIME TABLE NO. 70 EFFECTIVE SUNDAY, JULY 8, 1933 A. & M.
	123	121	119	117	115	113	111	109	107	105	103	101	100	102	104	106		
STATIONS AND SIGNS	123	121	119	117	115	113	111	109	107	105	103	101	100	102	104	106	STATIONS AND SIGNS	TIME TABLE NO. 70 EFFECTIVE SUNDAY, JULY 8, 1933 A. & M.
SOUTH BEND	11:00	7:50	6:20	5:20	4:10	3:00	2:10	1:20	10:40	10:00	9:20	8:40	8:00	7:20	6:40	6:00	SOUTH BEND	11:00
LEEPER'S	11:05	7:55	6:25	5:25	4:15	3:05	2:15	1:25	10:45	10:05	9:25	8:45	8:05	7:25	6:45	6:05	LEEPER'S	11:05
ST. MARY'S	11:08	7:58	6:28	5:28	4:18	3:08	2:18	1:28	10:48	10:08	9:28	8:48	8:08	7:28	6:48	6:08	ST. MARY'S	11:08
STATE LINE	11:12	7:43	6:34	5:34	4:23	3:13	2:23	1:33	10:53	10:13	9:33	8:53	8:13	7:33	6:53	6:13	STATE LINE	11:12
BRANDY	11:17	7:48	6:40	5:40	4:28	3:18	2:28	1:38	10:58	10:18	9:38	8:58	8:18	7:38	6:58	6:18	BRANDY	11:17
WOLF	11:19	7:50	6:42	5:42	4:30	3:20	2:30	1:40	10:59	10:19	9:39	8:59	8:19	7:39	6:59	6:19	WOLF	11:19
NILES	11:25	7:56	6:48	5:48	4:36	3:26	2:36	1:46	11:05	10:25	9:45	9:05	8:25	7:45	7:05	6:25	NILES	11:25
RIVER	11:30	8:01	6:53	5:53	4:41	3:31	2:41	1:51	11:10	10:30	9:50	9:10	8:30	7:50	7:10	6:30	RIVER	11:30
STANLEY	11:35	8:07	6:59	5:59	4:47	3:37	2:47	1:57	11:15	10:35	9:55	9:15	8:35	7:55	7:15	6:35	STANLEY	11:35
SUMMIT	11:38	8:10	7:02	6:02	4:50	3:40	2:50	2:00	11:18	10:38	9:58	9:18	8:38	7:58	7:18	6:38	SUMMIT	11:38
BERRIEN SPRINGS	11:42	8:14	7:06	6:06	4:54	3:44	2:54	2:04	11:22	10:42	10:02	9:22	8:42	8:02	7:22	6:42	BERRIEN SPRINGS	11:42
P. M.	11:44	8:16	7:08	6:08	4:56	3:46	2:56	2:06	11:24	10:44	10:04	9:24	8:44	8:04	7:24	6:44	P. M.	11:44
COLLEGE	11:45	8:17	7:09	6:09	4:57	3:47	2:57	2:07	11:25	10:45	10:05	9:25	8:45	8:05	7:25	6:45	COLLEGE	11:45
WAIN	11:46	8:21	7:13	6:13	5:01	3:51	3:01	2:11	11:26	10:46	10:06	9:26	8:46	8:06	7:26	6:46	WAIN	11:46
Rocky	11:51	8:23	7:15	6:15	5:03	3:53	3:03	2:13	11:28	10:48	10:08	9:28	8:48	8:08	7:28	6:48	Rocky	11:51
Smith	11:54	8:26	7:18	6:18	5:06	3:56	3:06	2:16	11:30	10:50	10:10	9:30	8:50	8:10	7:30	6:50	Smith	11:54
SCOTDALE	11:55	8:27	7:19	6:19	5:07	3:57	3:07	2:17	11:31	10:51	10:11	9:31	8:51	8:11	7:31	6:51	SCOTDALE	11:55
W. C.	11:56	8:28	7:20	6:20	5:08	3:58	3:08	2:18	11:32	10:52	10:12	9:32	8:52	8:12	7:32	6:52	W. C.	11:56
ARCHER	11:57	8:29	7:21	6:21	5:09	3:59	3:09	2:19	11:33	10:53	10:13	9:33	8:53	8:13	7:33	6:53	ARCHER	11:57
ST. JOSEPH	11:58	8:30	7:22	6:22	5:10	4:00	3:10	2:20	11:34	10:54	10:14	9:34	8:54	8:14	7:34	6:54	ST. JOSEPH	11:58
	123	121	119	117	115	113	111	109	107	105	103	101	100	102	104	106		

At single ended sidings trains facing switch point will take siding.  
All extra trains will report to dispatcher when into clear for regular trains.  
January 1, May 30, July 4, Labor Day, Thanksgiving and Christmas are  
closed as holidays.

Extra trains will clear the time of regular trains five minutes.  
Figures in full face type denote meeting points.

# South Bend to Goshen EASTWARD

TIME TABLE NO. 70 EFFECTIVE SUNDAY, JULY 8, 1933 A. & M.	FIRST CLASS																STATIONS AND SIGNS	TIME TABLE NO. 70 EFFECTIVE SUNDAY, JULY 8, 1933 A. & M.
	32	66	114	60	112	58	110	56	108	54	106	52	102	6	4	2		
STATIONS AND SIGNS	32	66	114	60	112	58	110	56	108	54	106	52	102	6	4	2	STATIONS AND SIGNS	TIME TABLE NO. 70 EFFECTIVE SUNDAY, JULY 8, 1933 A. & M.
SOUTH BEND	11:00	9:10	8:20	6:30	5:40	4:50	3:00	2:10	1:20	10:40	10:00	9:20	8:40	8:00	7:20	6:40	SOUTH BEND	11:00
MISHAWAKA	11:16	9:26	8:36	6:46	5:56	5:06	3:16	2:26	1:36	10:56	10:16	9:36	8:56	8:16	7:36	6:56	MISHAWAKA	11:16
BYRRETT	11:19	9:29	8:39	6:49	5:59	5:09	3:19	2:29	1:39	10:59	10:19	9:39	8:59	8:19	7:39	6:59	BYRRETT	11:19
LA MINE Double Track	11:20	9:30	8:40	6:50	6:00	5:10	3:20	2:30	1:40	11:00	10:20	9:40	9:00	8:20	7:40	7:00	LA MINE Double Track	11:20
LAMPART	11:25	9:35	8:45	6:55	6:05	5:15	3:25	2:35	1:45	11:05	10:25	9:45	9:05	8:25	7:45	7:05	LAMPART	11:25
OSCEOLA	11:28	9:38	8:48	6:58	6:08	5:18	3:28	2:38	1:48	11:08	10:28	9:48	9:08	8:28	7:48	7:08	OSCEOLA	11:28
COUNTY LINE	11:32	9:42	8:52	7:02	6:12	5:22	3:32	2:42	1:52	11:12	10:32	9:52	9:12	8:32	7:52	7:12	COUNTY LINE	11:32
BOSS	11:40	9:50	9:00	7:10	6:20	5:30	3:40	2:50	2:00	11:20	10:40	10:00	9:20	8:40	8:00	7:20	BOSS	11:40
ELKHART	11:50	10:00	9:10	7:20	6:30	5:40	3:50	3:00	2:10	11:30	10:50	10:10	9:30	8:50	8:10	7:30	ELKHART	11:50
NIVELY	11:55	10:05	9:15	7:25	6:35	5:45	3:55	3:05	2:15	11:35	10:55	10:15	9:35	8:55	8:15	7:35	NIVELY	11:55
DUNLAP	11:58	10:08	9:18	7:28	6:38	5:48	3:58	3:08	2:18	11:38	10:58	10:18	9:38	8:58	8:18	7:38	DUNLAP	11:58
KEELY	12:01	10:11	9:21	7:31	6:41	5:51	4:01	3:11	2:21	11:41	11:01	10:21	9:41	9:01	8:21	7:41	KEELY	12:01
MILLER	12:02	10:12	9:22	7:32	6:42	5:52	4:02	3:12	2:22	11:42	11:02	10:22	9:42	9:02	8:22	7:42	MILLER	12:02
GOSHEN	12:03	10:13	9:23	7:33	6:43	5:53	4:03	3:13	2:23	11:43	11:03	10:23	9:43	9:03	8:23	7:43	GOSHEN	12:03
	32	66	114	60	112	58	110	56	108	54	106	52	102	6	4	2		

At single ended sidings trains facing switch point will take siding.  
All extra trains will report to dispatcher when into clear for regular trains.  
January 1, May 30, July 4, Labor Day, Thanksgiving and Christmas are  
closed as holidays.

Extra trains will clear the time of regular trains five minutes.  
Figures in full face type denote meeting points.



# St. Joseph to South Bend SOUTHWARD

TIME TABLE NO. 70 EFFECTIVE SUNDAY, JULY 9, 1933 A. M.		FIRST CLASS																TIME TABLE NO. 70 EFFECTIVE SUNDAY, JULY 9, 1933 A. M.		
STATIONS AND SOUNDS		100	102	104	106	108	110	112	114	116	118	120	122						STATIONS AND SOUNDS	
SOUTH BEND		3:50	6:55	7:10	8:45	10:00	12:01	2:00	4:00	5:45	7:55	8:55	10:50						SOUTH BEND	
LEEPER'S		3:50	6:55	7:10	8:45	10:00	12:01	2:00	4:00	5:45	7:55	8:55	10:50						LEEPER'S	
ST. MARY'S		3:50	6:55	7:10	8:45	10:00	12:01	2:00	4:00	5:45	7:55	8:55	10:50						ST. MARY'S	
STATE LINE		3:50	6:55	7:10	8:45	10:00	12:01	2:00	4:00	5:45	7:55	8:55	10:50						STATE LINE	
BRANDY		3:50	6:55	7:10	8:45	10:00	12:01	2:00	4:00	5:45	7:55	8:55	10:50						BRANDY	
WOLF		3:50	6:55	7:10	8:45	10:00	12:01	2:00	4:00	5:45	7:55	8:55	10:50						WOLF	
NILES		3:50	6:55	7:10	8:45	10:00	12:01	2:00	4:00	5:45	7:55	8:55	10:50						NILES	
RIVER		3:50	6:55	7:10	8:45	10:00	12:01	2:00	4:00	5:45	7:55	8:55	10:50						RIVER	
STARKEY		3:50	6:55	7:10	8:45	10:00	12:01	2:00	4:00	5:45	7:55	8:55	10:50						STARKEY	
SUMMIT		3:50	6:55	7:10	8:45	10:00	12:01	2:00	4:00	5:45	7:55	8:55	10:50						SUMMIT	
BERRIEN SPRINGS		3:50	6:55	7:10	8:45	10:00	12:01	2:00	4:00	5:45	7:55	8:55	10:50						BERRIEN SPRINGS	
P. M.		3:50	6:55	7:10	8:45	10:00	12:01	2:00	4:00	5:45	7:55	8:55	10:50						P. M.	
COLLEGE		3:50	6:55	7:10	8:45	10:00	12:01	2:00	4:00	5:45	7:55	8:55	10:50						COLLEGE	
TWIN		3:50	6:55	7:10	8:45	10:00	12:01	2:00	4:00	5:45	7:55	8:55	10:50						TWIN	
Rockers		3:50	6:55	7:10	8:45	10:00	12:01	2:00	4:00	5:45	7:55	8:55	10:50						Rockers	
Smith		3:50	6:55	7:10	8:45	10:00	12:01	2:00	4:00	5:45	7:55	8:55	10:50						Smith	
SCOTDALE		3:50	6:55	7:10	8:45	10:00	12:01	2:00	4:00	5:45	7:55	8:55	10:50						SCOTDALE	
M. L.		3:50	6:55	7:10	8:45	10:00	12:01	2:00	4:00	5:45	7:55	8:55	10:50						M. L.	
ARCHER		3:50	6:55	7:10	8:45	10:00	12:01	2:00	4:00	5:45	7:55	8:55	10:50						ARCHER	
ST. JOSEPH		3:50	6:55	7:10	8:45	10:00	12:01	2:00	4:00	5:45	7:55	8:55	10:50						ST. JOSEPH	
		100	102	104	106	108	110	112	114	116	118	120	122							

At single ended sidings trains facing switch point will take siding.  
All extra trains will report to dispatcher when clear for regular trains.  
January 1, May 20, July 4, Labor Day, Thanksgiving and Christmas are  
classified as Holidays.

Extra trains will clear the time of regular trains five minutes.  
Figure in full face type denote meeting points.

# Goshen to South Bend WESTWARD

TIME TABLE NO. 70 EFFECTIVE SUNDAY, JULY 9, 1933 A. M.	STATIONS AND SOUNDS	FIRST CLASS																TIME TABLE NO. 70 EFFECTIVE SUNDAY, JULY 9, 1933 A. M.
		3	55	107	57	109	59	111	61	113	63	65	67	121	69	31	33	
		Day A.M.	Day P.M.	Day A.M.	Day P.M.	Day A.M.	Day P.M.	Day A.M.	Day P.M.	Day A.M.	Day P.M.	Day A.M.	Day P.M.	Day A.M.	Day P.M.	Day A.M.	Day P.M.	
	SOUTH BEND	25:9	6:40	7:50	8:20	9:40	10:45	11:40	12:45	1:40	2:45	3:40	4:40	5:45	7:15	8:15	11:40	
	MISHAWAKA	25:9	6:40	7:50	8:20	9:40	10:45	11:40	12:45	1:40	2:45	3:40	4:40	5:45	7:15	8:15	11:40	
	BYRNKETT	25:9	6:40	7:50	8:20	9:40	10:45	11:40	12:45	1:40	2:45	3:40	4:40	5:45	7:15	8:15	11:40	
	Double Track 1/2 Mile	25:9	6:40	7:50	8:20	9:40	10:45	11:40	12:45	1:40	2:45	3:40	4:40	5:45	7:15	8:15	11:40	
	LAMPORT	25:9	6:40	7:50	8:20	9:40	10:45	11:40	12:45	1:40	2:45	3:40	4:40	5:45	7:15	8:15	11:40	
	OSCEOLA	25:9	6:40	7:50	8:20	9:40	10:45	11:40	12:45	1:40	2:45	3:40	4:40	5:45	7:15	8:15	11:40	
	COUNTY LINE	25:9	6:40	7:50	8:20	9:40	10:45	11:40	12:45	1:40	2:45	3:40	4:40	5:45	7:15	8:15	11:40	
	GOSS	25:9	6:40	7:50	8:20	9:40	10:45	11:40	12:45	1:40	2:45	3:40	4:40	5:45	7:15	8:15	11:40	
	ELKHART	25:9	6:40	7:50	8:20	9:40	10:45	11:40	12:45	1:40	2:45	3:40	4:40	5:45	7:15	8:15	11:40	
	HIVELY	25:9	6:40	7:50	8:20	9:40	10:45	11:40	12:45	1:40	2:45	3:40	4:40	5:45	7:15	8:15	11:40	
	DUNLAP	25:9	6:40	7:50	8:20	9:40	10:45	11:40	12:45	1:40	2:45	3:40	4:40	5:45	7:15	8:15	11:40	
	KEELY	25:9	6:40	7:50	8:20	9:40	10:45	11:40	12:45	1:40	2:45	3:40	4:40	5:45	7:15	8:15	11:40	
	MILLER	25:9	6:40	7:50	8:20	9:40	10:45	11:40	12:45	1:40	2:45	3:40	4:40	5:45	7:15	8:15	11:40	
	GOSHEN	25:9	6:40	7:50	8:20	9:40	10:45	11:40	12:45	1:40	2:45	3:40	4:40	5:45	7:15	8:15	11:40	

At single ended sidings trains facing switch point will take siding.  
All extra trains will report to dispatcher when clear for regular trains.  
January 1, May 20, July 4, Labor Day, Thanksgiving and Christmas are  
classified as Holidays.

Extra trains will clear the time of regular trains five minutes.  
Figure in full face type denote meeting points.

# THE MOST ECONOMICAL AND DEPENDABLE TRANSPORTATION

## To Chicago via South Shore Lines

### Electric all the Way

#### Dining and Parlor Car Service

The Northern Indiana Railway Inc. makes connection at South Bend and Michigan City for Gary, Calumet, Hammond, East Chicago, and Chicago.

## INTERURBAN TRAINS

### South Bend LaPorte — Michigan City

### Day Light Saving Time

Table No. 2

STATIONS	West Bound						East Bound					
	A.M.	M.	A.M.	M.	P.M.	P.M.	A.M.	M.	A.M.	M.	P.M.	P.M.
South Bend	5:00	5:30	7:00	7:30	9:00	9:30	5:00	5:30	7:00	7:30	9:00	9:30
LaPorte	5:10	5:40	7:10	7:40	9:10	9:40	5:10	5:40	7:10	7:40	9:10	9:40
New Carlisle	5:20	5:50	7:20	7:50	9:20	9:50	5:20	5:50	7:20	7:50	9:20	9:50
Rolling Prairie	5:30	6:00	7:30	8:00	9:30	10:00	5:30	6:00	7:30	8:00	9:30	10:00
Buchanan	5:40	6:10	7:40	8:10	9:40	10:10	5:40	6:10	7:40	8:10	9:40	10:10
Michigan City	5:50	6:20	7:50	8:20	9:50	10:20	5:50	6:20	7:50	8:20	9:50	10:20

### South Bend — Niles — St. Joseph, Michigan

Table No. 3

STATIONS	West Bound						East Bound					
	A.M.	M.	A.M.	M.	P.M.	P.M.	A.M.	M.	A.M.	M.	P.M.	P.M.
South Bend	5:00	5:30	7:00	7:30	9:00	9:30	5:00	5:30	7:00	7:30	9:00	9:30
Berrien Springs	5:10	5:40	7:10	7:40	9:10	9:40	5:10	5:40	7:10	7:40	9:10	9:40
Niles	5:20	5:50	7:20	7:50	9:20	9:50	5:20	5:50	7:20	7:50	9:20	9:50
St. Joseph	5:30	6:00	7:30	8:00	9:30	10:00	5:30	6:00	7:30	8:00	9:30	10:00

THE MOST ECONOMICAL AND DEPENDABLE TRANSPORTATION

EXPLANATION OF REFERENCE MARKS ON PAGE 7

## Central Standard Time

### INTERURBAN TRAINS

#### South Bend — Warsaw — Kokomo Indianapolis

Table No. 1

SOUTH BOUND						NORTH BOUND					
P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.
10:00	9:30	9:00	8:30	8:00	7:30	7:00	6:30	6:00	5:30	5:00	4:30
9:30	9:00	8:30	8:00	7:30	7:00	6:30	6:00	5:30	5:00	4:30	4:00
9:00	8:30	8:00	7:30	7:00	6:30	6:00	5:30	5:00	4:30	4:00	3:30
8:30	8:00	7:30	7:00	6:30	6:00	5:30	5:00	4:30	4:00	3:30	3:00
8:00	7:30	7:00	6:30	6:00	5:30	5:00	4:30	4:00	3:30	3:00	2:30
7:30	7:00	6:30	6:00	5:30	5:00	4:30	4:00	3:30	3:00	2:30	2:00
7:00	6:30	6:00	5:30	5:00	4:30	4:00	3:30	3:00	2:30	2:00	1:30
6:30	6:00	5:30	5:00	4:30	4:00	3:30	3:00	2:30	2:00	1:30	1:00
6:00	5:30	5:00	4:30	4:00	3:30	3:00	2:30	2:00	1:30	1:00	7:30
5:30	5:00	4:30	4:00	3:30	3:00	2:30	2:00	1:30	1:00	7:30	7:00
5:00	4:30	4:00	3:30	3:00	2:30	2:00	1:30	1:00	7:30	7:00	6:30
4:30	4:00	3:30	3:00	2:30	2:00	1:30	1:00	7:30	7:00	6:30	6:00
4:00	3:30	3:00	2:30	2:00	1:30	1:00	7:30	7:00	6:30	6:00	5:30
3:30	3:00	2:30	2:00	1:30	1:00	7:30	7:00	6:30	6:00	5:30	5:00
3:00	2:30	2:00	1:30	1:00	7:30	7:00	6:30	6:00	5:30	5:00	4:30
2:30	2:00	1:30	1:00	7:30	7:00	6:30	6:00	5:30	5:00	4:30	4:00
2:00	1:30	1:00	7:30	7:00	6:30	6:00	5:30	5:00	4:30	4:00	3:30
1:30	1:00	7:30	7:00	6:30	6:00	5:30	5:00	4:30	4:00	3:30	3:00
1:00	7:30	7:00	6:30	6:00	5:30	5:00	4:30	4:00	3:30	3:00	2:30
7:30	7:00	6:30	6:00	5:30	5:00	4:30	4:00	3:30	3:00	2:30	2:00
7:00	6:30	6:00	5:30	5:00	4:30	4:00	3:30	3:00	2:30	2:00	1:30
6:30	6:00	5:30	5:00	4:30	4:00	3:30	3:00	2:30	2:00	1:30	1:00
6:00	5:30	5:00	4:30	4:00	3:30	3:00	2:30	2:00	1:30	1:00	7:30
5:30	5:00	4:30	4:00	3:30	3:00	2:30	2:00	1:30	1:00	7:30	7:00
5:00	4:30	4:00	3:30	3:00	2:30	2:00	1:30	1:00	7:30	7:00	6:30
4:30	4:00	3:30	3:00	2:30	2:00	1:30	1:00	7:30	7:00	6:30	6:00
4:00	3:30	3:00	2:30	2:00	1:30	1:00	7:30	7:00	6:30	6:00	5:30
3:30	3:00	2:30	2:00	1:30	1:00	7:30	7:00	6:30	6:00	5:30	5:00
3:00	2:30	2:00	1:30	1:00	7:30	7:00	6:30	6:00	5:30	5:00	4:30
2:30	2:00	1:30	1:00	7:30	7:00	6:30	6:00	5:30	5:00	4:30	4:00
2:00	1:30	1:00	7:30	7:00	6:30	6:00	5:30	5:00	4:30	4:00	3:30
1:30	1:00	7:30	7:00	6:30	6:00	5:30	5:00	4:30	4:00	3:30	3:00
1:00	7:30	7:00	6:30	6:00	5:30	5:00	4:30	4:00	3:30	3:00	2:30
7:30	7:00	6:30	6:00	5:30	5:00	4:30	4:00	3:30	3:00	2:30	2:00
7:00	6:30	6:00	5:30	5:00	4:30	4:00	3:30	3:00	2:30	2:00	1:30
6:30	6:00	5:30	5:00	4:30	4:00	3:30	3:00	2:30	2:00	1:30	1:00
6:00	5:30	5:00	4:30	4:00	3:30	3:00	2:30	2:00	1:30	1:00	7:30
5:30	5:00	4:30	4:00	3:30	3:00	2:30	2:00	1:30	1:00	7:30	7:00
5:00	4:30	4:00	3:30	3:00	2:30	2:00	1:30	1:00	7:30	7:00	6:30
4:30	4:00	3:30	3:00	2:30	2:00	1:30	1:00	7:30	7:00	6:30	6:00
4:00	3:30	3:00	2:30	2:00	1:30	1:00	7:30	7:00	6:30	6:00	5:30
3:30	3:00	2:30	2:00	1:30	1:00	7:30	7:00	6:30	6:00	5:30	5:00
3:00	2:30	2:00	1:30	1:00	7:30	7:00	6:30	6:00	5:30	5:00	4:30
2:30	2:00	1:30	1:00	7:30	7:00	6:30	6:00	5:30	5:00	4:30	4:00
2:00	1:30	1:00	7:30	7:00	6:30	6:00	5:30	5:00	4:30	4:00	3:30
1:30	1:00	7:30	7:00	6:30	6:00	5:30	5:00	4:30	4:00	3:30	3:00
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5:00	4:30	4:00	3:30	3:00	2:30	2:00	1:30	1:00	7:30	7:00	6:30
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3:00	2:30	2:00	1:30	1:00	7:30	7:00	6:30	6:00	5:30	5:00	4:30
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1:30	1:00	7:30	7:00	6:30	6:00	5:30	5:00	4:30	4:00	3:30	3:00
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4:30	4:00	3:30	3:00	2:30	2:00	1:30	1:00	7:30	7:00	6:30	6:00
4:00	3:30	3:00	2:30	2:00	1:30	1:00	7:30	7:00	6:30	6:00	5:30
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6:00	5:30	5:00	4:30	4:00	3:30	3:00	2:30	2:00	1:30	1:00	7:30
5:30	5:00	4:30	4:00	3:30	3:00	2:30	2:00	1:30	1:00	7:30	7:00
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4:30	4:00	3:30	3:00	2:30	2:00	1:30	1:00	7:30	7:00	6:30	6:00
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3:30	3:00	2:30	2:00	1:30	1:00	7:30	7:00	6:30	6:00	5:30	5:00
3:00	2:30	2:00	1:30	1:00	7:30	7:00	6:30	6:00	5:30	5:00	4:30
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2:00	1:30	1:00	7:30	7:00	6:30	6:00	5:30	5:00	4:30	4:00	3:30
1:30	1:00	7:30	7:00	6:30	6:00	5:30	5:00	4:30	4:00	3:30	3:00
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7:30	7:00	6:30	6:00	5:30	5:00	4:30	4:00	3:30	3:00	2:30	2:00
7:00	6:30	6:00	5:30	5:00	4:30	4:00	3:30	3:00	2:30	2:00	1:30
6:30	6:00	5:30	5:00	4:30	4:00	3:30	3:00	2:30	2:00	1:30	1:00
6:00	5:30	5:00	4:30	4:00	3:30	3:00	2:30	2:00	1:30	1:00	7:30
5:30	5:00	4:30	4:00	3:30	3:00	2:30	2:00	1:30	1:00	7:30	7:00
5:00	4:30	4:00	3:30	3:00	2:30	2:00	1:30	1:00	7:30	7:00	6:30
4:30	4:00	3:30	3:00	2:30	2:00	1:30	1:				

# Electric Railways of Indiana

## Section III GARY LINES

### C O N T E N T S :

#### Frontispiece

- Car #1 en route Valparaiso, 1938
- 1 Story of the system
- 17 Family tree diagrammatic history
- 2, 18 Maps
- 19-21 Roster of Equipment
- 22-29 Pictorial album of equipment
- 21, 26 Car drawings
- 29-32 Timetables
- 26 Transfers and passes

Bulletin 104

Central Electric Railfans' Association







En route Valparaiso, Gary Railways #1 rounds the switch at Woodville and heads south to Wahob, March, 1938. (GK)





# GARY RAILWAYS



Gary, Indiana, is at the lower end of Lake Michigan, 26 miles southeast of Chicago. In Gary are the largest steel mills in the country and the area is sometimes called the "workshop of America". Altho Gary's local transportation is now the all-bus Gary Transit, the city was once the center of several light interurban and street railways.

The story beginning below, originally published as CERA Bulletin #84, was prepared by James J. Buckley.

## *History of Gary:*

The transportation problems of Gary are perhaps a little more understandable with a quick study of Gary's history.

As the nation entered the twentieth century, the demand for steel and its finished products began to climb rapidly, exceeding the capacity of the older eastern plants. After considerable study of various locations, the United States Steel Corporation selected the northern Indiana site as being ideally located with respect to materials, market, labor and transportation, and named it Gary after Judge Elbert H. Gary, Chairman of the Board of that firm.

In the spring of 1906 construction of the Gary works was begun by a subsidiary, the Indiana Steel Company. The plant consisted of blast furnaces, open-hearth furnaces, iron and steel foundry, rail mill, plate mill, merchant-bar mill, billet mill, car-axle plant, large slabbing mills, and a by-product coke plant. By the end of 1911, most of these mills were completed.

Adjoining the Indiana Steel Company to the west another subsidiary, the American Sheet and Tin Plate Company, was built. This comprised modern sheet and tin plate mills of large capacity, which process large slabs and bars from the In-

diana Steel plant.

South of the Tin Plate mill was located the American Bridge Company plant, another U.S.S. subsidiary, equipped to fabricate large structural jobs.

The Illinois Steel Company, successor to the Indiana Steel Company, was taken over by the Carnegie-Illinois Steel Corporation in October 1935. In 1936, American Sheet & Tin Plate was also acquired by Carnegie-Illinois, which remains a U. S. S. subsidiary.

## *Background of Gary Railways:*

### CHICAGO-NEW YORK

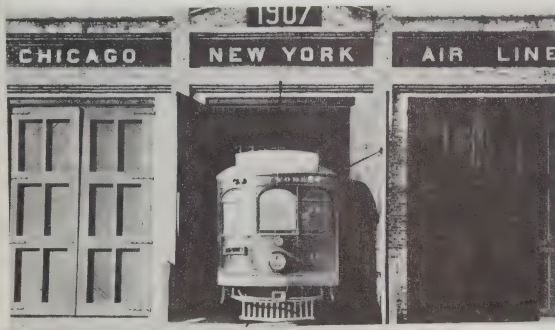
#### ELECTRIC AIR LINE RAILROAD:

Altho in April 1906, Gary was non-existent, this date was the beginning of the present Gary Railways. At this time, the Goshen South Bend and Chicago R.R., more familiarly known by the holding company name, Chicago-New York Electric Air Line R.R., was incorporated. According to its promoters, the route chosen between Chicago and New York was to be 742 miles in length, shorter than any steam railroad. Passengers would be carried between terminals in 10 hours for a fare of \$10.





Fabulous tales have tended perhaps to over-emphasize the importance of the Chicago-New York Electric Air Line Railway, which was, after all a jerkwater streak of rust that went from noplaceto nowhere and hadn't enough traffic to keep two small cars busy. But the imaginative, if impractical, plan of its promoters kept the road in the forefront of possible sources of private investment capital.



Top: Car #102 with very heavy load enters Laporte about 1908. (VZ)

Center: Car #101 noses out of South Laporte carhouse, 1908. At the time, only the center track was in use. (SDM)

Bottom: Car #101 drifts lazily westward to temporary Westville Road terminal. (VZ)





Construction was started in September 1906 at LaPorte. After much ballyhoo and constant pleas for more money, five miles of line between LaPorte and South LaPorte were put into operation on June 15, 1907. Over 2000 people rode the line on that historic day, and enthusiasm for the project ran high.

Building an absolutely level railroad across the rolling Indiana countryside proved to be no easy task and it wasn't until November, 1911 that a 15-mile tangent was finally completed between South LaPorte and a point where a junction was made with the Valparaiso & Northern Ry. This junction was named Goodrum, after G. C. Goodrum of Fall River, Massachusetts, a heavy investor in Air Line shares.

#### VALPARAISO & NORTHERN RAILWAY:

The Valparaiso and Northern Railway was incorporated in August, 1908 as a feeder to the Air Line. It was to connect both Valparaiso and Chesterton with the Air Line and was controlled by the GSB&CRR thru 51% stock ownership. Three miles of line were opened July 4, 1910 between Valparaiso and Flint Lake, a well-known resort spot. Two second-hand cars, plus excursion trains of saddle-tank locomotives pulling flat-cars from the construction equipment, fitted with benches, handled the 3500 curious people who rode on opening day.

The section between Chesterton and Goodrum was put into operation on February 18, 1911 and service then offered by a bus between Flint Lake and Goodrum. The latter was replaced by cars when the railway was completed up to Woodville on October 7, 1911. When a bridge over the Baltimore & Ohio Railroad at Woodville was opened on February 17, 1912, thru operation became possible between Valparaiso, Chesterton and LaPorte.

#### GARY CONNECTING RAILWAYS:

In order for either GSB&C or V&N to make any appreciable earnings, it was imperative to make a connection promptly into Gary. To accomplish this, a new company, the Gary Connecting Railways, was incorporated in June, 1911 and immediately leased to GSB&C, owner of all of its stock. The line was completed between Gary and East Gary in sub-zero weather and operation was begun by the Gary and Interurban Ry. on January 6, 1912. By August 5, 1912 track was completed between East Gary and Woodville, a junction with the Valparaiso & Northern Ry. The formal opening of this section of line took place August 14, with the participation of city, town and county officials of the territory served. This was the occasion for the first, and probably the only, thru train between Hammond and South Bend, via LaPorte and the Chicago South Bend and Northern Indiana Railway. Three cars took part. On September 5, 1912 regular service began between Hammond and LaPorte, with connections to Valparaiso and Chesterton.

#### GARY AND INTERURBAN RAILWAY:

Immediately after securing a franchise, Frank N. Gavit organized the Gary and Interurban Railway, with papers of incorporation issued in July, 1907. The contract for a complete street railway system was let to the Co-operative Construction Company, which had done all other Air Line work. Work began on Broadway in December, 1907.

Provision for the car lines was made in the original layout of Gary. A median strip was left in paved streets on which it was planned to build car lines. Such streets were Broadway from one end of town to the other, and Crosstown, Fifth and Eleventh Avenues.

The first street car to run in Gary left Jefferson Street car barns on May 20, 1908. Service began on Broadway between 22nd and 4th Avenue, where a viaduct was being built for the B&ORR. A later extension brought the line to the city limits at the Little Calumet River. Late in 1908, the 11th Avenue line was completed to Tolleston limits, with the intention of extending on to Hammond.

This extension was delayed by inability of the G&IRy to secure a franchise thru Tolleston, since the Chicago Lake Shore & South Bend Railway, which ran cars for about a year, held exclusive rights here. In the summer of 1909 G&I finally won the franchise from the Lake Shore, on the ground that the latter's service was unsatisfactory.

The Hammond franchise called for cars to be in operation by December 31, 1909. Construction began at once from the end of the 11th Avenue line at Gary and on Sibley Avenue in Hammond. Due to the severe early winter, it proved impossible to meet the deadline, but a car purchased from the Denver & Intermountain Railway was placed in temporary shuttle service out of Hammond until the line was opened for thru service on February 8, 1910.

#### EAST CHICAGO STREET RAILWAY:

The Air Line organized the East Chicago Street Railway to reach the Inland Steel Company plant at Indiana Harbor, which was employing some 4000 people in 1912. When completed on February 15, 1913 to a connection with the 5th Avenue line, the route was leased to the G&IRR for operation.

#### GARY & INTERURBAN RAILROAD:

Air Line stockholders began a movement in 1911 to purchase the Gary & Interurban Railway, and by February, 1913, 40% of its stock had been purchased with funds raised by the sale of 4% collateral bonds.

A new company, the Gary & Interurban Railroad was formed as a consolidation of the Goshen South Bend & Chicago R.R., the Gary Connecting Rys., the Valparaiso & Northern Ry., and the Gary and Interurban Ry. The first two were Air Line properties and the third was under Air Line control.

During 1913 several extensions were made to the Gary city lines. One new line was built on



Top: One of Gary & Southern Traction Company's four Niles-built cars, at the G&ST Merrillville barn, 1912.

Center: Gary & Interurban Railway's suburban motor car #104 at opening of Tolleston line in 1910.



Bottom: G&IRy added the very large type of car shown below for the Hammond service. Here we see #108 on Broadway near 5th...note CLS&SB cars behind fence at left.



Bridge Street from 5th Avenue to the American Bridge Company. Trackage rights on the Gary & Southern Traction Company's line on Broadway from the Little Calumet River permitted extension to 45th Avenue, about four miles. Construction began on a line from 145th and Main Streets on the Indiana Harbor line to Kennedy Avenue on the Hammond line. Numerous steam railroad crossings were involved, delaying the job, but the route was opened in March, 1914.

#### FRANCHISE DIFFICULTIES:

One of the conditions under which Frank Gavit was granted a franchise in Gary was that after five years the local fare would be 10-tickets-for-a-quarter or straight 3¢. Despite numerous protests the city remained adamant, and this, coupled with the rise of jitney cabs, brought on receivership. On December 1, 1914 G&I failed to meet interest payments on Gary Connecting bonds and on January 1, 1915 defaulted on all obligations. On October 17, 1915 a bill was filed in the U.S. District Court for foreclosure of the first refunding mortgage of the Gary & Interurban and Charles A. Davidson was appointed Receiver.

A new franchise granted in 1917 called for separation of the Gary & Interurban Railroad into its constituent parts. In return for a share of future net profits, the city granted a new thirty year franchise and revoked the old fifty year rights with their associated three-cent fare clause.

Altho the city required the separation of all lines east of Broadway, bringing the GSB&C, V&N and GCRys back to life; there was no objection to the combined operation of lines west to Hammond and Indiana Harbor by the Gary & Interurban.

Five bidders bought the tracks, rolling stock, real estate and all other assets at upset prices fixed by the court at a Receiver's sale September 18, 1917. The Goshen, South Bend & Chicago Railroad, with 21 miles, two motor and three trailer passenger cars, capitalized at \$7 millions, sold for \$75,000. Gary Connecting Railways, with 16 miles, two passenger and one express motor car, capitalized at \$900,000, was sold for \$50,000. Valparaiso & Northern Ry., with 12 miles, three passenger motor cars, capitalized at \$600,000, was sold for \$40,000. Gary & Interurban Ry., with 22 miles, 28 passenger motor and two service cars, capitalized at \$2 million, was sold for \$200,000. East Chicago Street Railway was sold to the Gary Street Railway for \$125,000.

#### GARY STREET RAILWAY:

The Gary Street Railway succeeded Gary & Interurban. Gary & Valparaiso Railway succeeded Valparaiso & Northern and leased Gary & Connecting Railroad, successor to Gary Connecting Railways. Goshen, South Bend & Chicago and Chicago-New York Electric Air Line passed out of existence quietly with a simple notice in the papers stating that from November 3, 1917, service would no longer be given from Woodville to LaPorte.

In spite of seasonal heavy traffic to resorts on Flint Lake, the Valparaiso line remained a losing venture and its bondholders wished to take advantage of high scrap prices to get some return on their investment by scrapping the line. After a three-year fight, the people of Valparaiso saved the line by raising enough money to buy the line from the bondholders. A shuttle car continued operation from Woodville to Chesterton until 1922, when it was replaced by a bus.

A new line was opened by the Gary Street Railway on Buchanan Street in 1918, connecting the American Sheet & Tin Plate Company plant with 5th Avenue. In April, 1924 a line via 5th, Virginia and 2nd was opened to the newly-built National Tube Company plant. In November, 1924 the 5th Avenue line was extended eastward to Miller to serve the new municipal beach there. In the same year service was discontinued from East Chicago to Hammond via Kennedy Avenue, as unprofitable.

#### GARY & HOBART TRACTION COMPANY:

Until 1924, The Gary & Hobart Traction Company was independent of other Gary companies.

The first attempt to connect Gary and Hobart with an electric railway was the Gary, Hobart & Valparaiso Traction Co. Ground was broken at Hobart on May 14, 1909 and some bonds were sold after a short piece of track had been graded, but the promoters were unable to interest further capital in the plan.

U.P. Hord and J. B. Price of Aurora, Illinois, organized the Gary Hobart & Eastern Traction Company. Part of its five-mile right-of-way was donated. Agas-electric car was purchased from the General Electric Company and put into service on September 21, 1912. There was considerable trouble with the car, and after a month it was sold to another railroad.

After suspending operations for two years, bonds of the road were pooled and, with the financial assistance of Aldia T. Ewing of Chicago, the line was electrified. Formal opening took place on May 3, 1914. Upon securing trackage rights over Gary & Interurban, between 37th Avenue and the mill gates, direct thru service began between Hobart and Gary.

The company was thrown into receivership after one year and was sold to Mr. Ewing and William Earle of Hobart, in the spring of 1917. The new company incorporated under the name of Gary & Hobart Traction Company.

#### GARY & SOUTHERN TRACTION COMPANY:

The Gary and Southern Traction Company was incorporated in 1908. Work started in 1909 but very little was done until April, 1911. In January of 1912 cars began running between the steel mills in Gary and the town of Lottaville, a distance of eight miles. The southern extension to Crown Point was pushed rapidly and was formally opened to traffic July 1, 1912. By 1922, jitney competition was so severe that officials of the company seriously considered abandonment.



**SUNDAY PASS 25c**

DECEMBER 11, 1938

MUST BE PRESENTED TO OPERATOR

No. 1548

representative  
transfer  
and Passes

Gary Street Railway  
1925

**PASS**  
THIS

THIS PASS MUST BE PRESENTED TO THE CONDUCTOR OR OPERATOR ON ENTERING CAR

UNTIL DEC. 31 1925, UNLESS OTHERWISE ORDERED

OTHERWISE ORDERED  
Signature  
PRESIDENT

GARY RAILWAYS COMPANY  
1943

PASS

D. E. Ferner

Chief Dispatcher - CSS&SBHR  
UNTIL DEC 31 1943, UNLESS OTHERWISE ORDERED  
AND SUBJECT TO CONDITIONS ON BACK.

No. 520

PRESIDENT.



Below: Car house facing Lake George at Hobart on Gary & Hobart Traction Company. Car at left: G&H #2, later renumbered #5. Car on right hand track is Chicago City Railway #2316. (FEB)





Double loop at entrance to U. S. Steel works on Broadway, Gary, filled at shift times with parade of cars from motley fleet of Gary & Interurbanas in scene above, circa 1918... Below: Portion of car house yard at Gary loaded with seven of the 700-class birney cars, November 21, 1927. (GK)



In October, 1928, the Midland Utilities Company purchased Gary & Southern and then leased it to Gary Railways.

Immediately after this a big improvement program was launched. An investment of \$120,000 was made in new cars, substation and track. The new substation was built at Lottaville and further improvements in power were effected by additional feeder connections with Gary Railways. The track and pole line all the way from 45th Avenue to Crown Point was completely rehabilitated. The new cars, Gary's only single-enders, were modern, wide-observation, interurban type. Their comfortable, roomy, bucket-type seats were attractively enhanced with cool white seat covers.

The combination of improvements brought a sharp upturn in business to the Crown Point line, an increase of 100% being noted at the end of the first year.

#### GARY RAILWAYS:

Gary Street Railway, Gary & Connecting R.R., Gary & Valparaiso Ry., and Gary & Hobart Traction Co., all came under control of the Midland Utilities Company in 1924. Midland was an investment company engaged in public utility control thru majority stock ownership. As a result of Midland's activities, Gary Railways was formed in 1925 as a consolidation of the underlying companies.

### *Physical Characteristics:*

#### TRACK:

The Goshen, South Bend & Chicago; Valparaiso & Northern; Gary Connecting; and Gary & Hobart all originally used 60 lb. rail. In 1926 the Valparaiso and Hobart lines were relaid with 85 lb. rail. Most of the trackage in Gary was of 85 or 90 lb. rail. The Indiana Harbor line was built of 85 lb. rail and the Crown Point line was built of 70 lb. rail which was replaced by 85 lb. stock in 1929.

#### POWER:

Originally, both GSB&C and G&I generated their own power. The Air Line had a power plant at South LaPorte and G&I had a steam station in back of their car barn at 22nd & Jefferson in Gary. Later it was found cheaper to purchase power and both generating plants were abandoned prior to 1912. Power was then purchased from Northern Indiana Gas & Electric Company, later from Calumet Gas & Electric Company. Since 1926, all power companies in the area have been acquired by Northern Indiana Public Service Company, from whom Gary Railways purchased its energy.

Substations of 300 kw. capacity were located at South LaPorte, Door Village, Woodville, East Gary and Lottaville; 500 kw. units were located at Cline Avenue on the Hammond line and at 37th Avenue on the Hobart line; a 1000 kw. unit was

at Aetna on the Miller route, and a 2000 kw. station on 11th Avenue in Gary. A station on Third Avenue, owned by the city of Gary, fed the Tin Mill and Tube Works lines. All other stations were owned by Gary Railways, except Woodville and Cline Avenue, which were Public Service. The original sub at Woodville was destroyed in an electrical storm of the 1920s and replaced by an automatic. The original East Gary sub was destroyed by fire just prior to that, and replaced only by portable sub 2001 until the Aetna station on the Miller line was tied in to the Valpo line by a cross-country cable. A portable sub was also in use at Lottaville prior to construction of the new one in 1929.

#### CAR BARN:

A combination power house and car barn was located at South LaPorte and a similar building was located at Lottaville. A wooden barn was located at Goodrum to house Valparaiso & Northern cars, while Gary Hobart & Eastern built their barn at Hobart, opposite Lake George. The corrugated iron car shed at Valparaiso was erected in 1927 to replace the Goodrum barn. The largest barn and main shop building was at 22nd & Jefferson in Gary. Originally built in 1892 as the first factory building in the area, it was purchased in 1907 by Gary & Interurban and remodeled into its new use. The building was then enlarged to double its former size. In 1941 it was again doubled to accommodate a modern bus garage, and in 1946 the building was completely remodeled to care for the conversion from rail to bus operation.

### *Financial:*

Of all Air Line properties the only profitable one was Gary & Interurban, which paid dividends from its beginning until its merger with V&N and GSB&C. The latter were losing money and never had paid a dividend, and this added load coupled with franchise difficulties caused the company to lose money every year from 1913 thru 1917. The reorganized Gary Street Railway made money in each year but 1920.

Gary & Valparaiso made \$129 in 1921, but was in the hole for losses ranging from 1920's \$5000 to 1923's \$19,723 for all other years except for 1918's happy \$6000 profit.

Gary & Southern and Gary & Hobart ran along thru the years on a shoestring, with either a small loss or profit for each year. The Crown Point line had an unusually bad year in 1924, when it piled up a \$13,764 loss.

The new Gary Railways Company did very well from 1926 to 1930, despite the slump which began in the steel industry in 1928. Under their management the property was entirely rehabilitated and each year a surplus was laid away.





Above: Looking east along 9th Av.,  
Gary, Hammond line, 1937. (JD)  
Left, top: Car 9 eastbound at Ken-  
nedy & 165th, Hammond, 1945.  
(SDM)

Left, center: Westbound at Ivanhoe  
siding, May 9, 1937. (JFH)



Left, bottom: Rounding the curve,  
westbound at 165th & Schrum Rd.,  
Hammond, May 9, 1937. (JFH)

In 1932 the Chicago & Calumet District Transit Company acquired control of Gary Railways Company from Midland Utilities Company, and this year was also the worst in Gary's financial history. It wasn't until 1941 that Gary Railways was able to earn anything on the investment and in 1941 the controlling interest was taken over by the Bondholders' Committee. Wartime revitalization of Gary's industry brought prosperity to the company and dividends have been declared each year since 1943.

## *Operation & Equipment*

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### *Thru the Years -*

#### AIR LINE, 1907-1917:

Air Line interurbans operated thru from LaPorte to Hammond, using the typical big arch-windowed combination baggage-passenger cars numbers 101-104 (later Gary & Interurban 400-403). Air Line had an agreement permitting it to route its cars via any G&I lines, but Hammond was a more likely looking terminal in those early days than Gary.

Running time between LaPorte and Hammond was 2:30, including a 15-minute layover at Gary. Cars were scheduled to make connections with Indiana Harbor, Crown Point, Hobart and Broadway local cars in Gary.

When thru service was first begun there were eight regularly scheduled daily runs and nine on Saturday and Sunday. This was reduced by 1916 to six runs in each direction, which service remained until the end in 1917.

Shuttle cars operating between Chesterton and Valparaiso connected with Air Line trains. Until the 1913 merger, V&N cars 101 and 102 were used in this service; later they were replaced by the regular G&I 101-119 class. In addition to the Air Line cars, some runs were scheduled thru between Valpo and Gary, and for this service an odd combination car, V&N #20, was often used. This car was the one mentioned earlier which was acquired in a hurry from Denver and became known as the "Rocky Mountain Express" as it carried its original paint job and lettering until repainted in 1914. It then became G&I 404.

One morning and evening tripper also operated directly between Chesterton and Gary without change.

In Gary the main interurban station was at 11th Avenue and Broadway; in LaPorte, Air Line cars used the Chicago South Bend & Northern Indiana Railway depot and in Hammond, Chesterton and Valparaiso nearby stores served as ticket offices and waiting rooms.

On the run between Hammond and Gary, the interurban cars ran as limiteds, making the run initially in half an hour, with four stops. Later this time was lengthened to 45 minutes. Local service here was furnished with G&I equipment on a half-hour headway.

The Air Line had a serious accident on January 1st, 1916. This was a head-on collision between cars 400 and 3000 at Brooks siding, near Westville. The motorman of passenger car 400 had orders to meet work extra 3000 at Brooks. Operating in a dense fog, he thought he saw the work train in the siding and continuing on, his car was telescoped by the high-wheeled 3000. Three people were killed and twelve injured.

Interurban cars were usually operated as single units but excursion business to two amusement parks required trailer operation. These parks were built by the company, one at South LaPorte and one near Clark Road. One of the trailers purchased for this service eventually ended its career in city service as number 500, while the other two were converted into milk trailers.

When used as passenger trailers, these cars were unusual in having a brass rail down the middle aisle for the convenience of standees and of the conductor in working thru the swaying car collecting his tickets. On one occasion some 225 people were packed into one trailer.

#### HAMMOND LINE, 1917-1946:

It has already been mentioned that, in addition to the thru interurban cars, local service was given in the early days by Gary & Interurban Railway, using the 105-108 type cars. These locals terminated at 4th & Broadway in Gary.

After the interurbans were taken off, service was furnished by various cars of the 101-128 group until 1922, when 120-128 were completely rebuilt and converted to one-man operation for the Hammond line. In 1927 nine new cars, numbered 9, 11-18, were assigned, and with the exception of the help of other rush hour trippers, these cars furnished all the service on this line until the end of rail service in 1946.

Prior to 1926 a regular run in the rush hours used trailer 500, obtained from the Air Line.

In early days, Gary cars operated in Hammond around a loop north on Calumet, west on State, south on Homan and back east on Sibley. Later, sometime in the 1920s, this was changed to a stub-end at Sibley and Homan, and still more recently, another block was cut off to eliminate a grade crossing of the Monon Railway.

Headway on the Hammond line was originally 30 minutes, with a 15-minute interval from Gary to Tolleston. In 1927 the headway was changed to 20 minutes thru and 10 minutes to Tolleston, reverting back to the old setup during the depression, then back to the 20-10 combination during World War II.

Commonly the runs were so arranged that a car made a trip from North Broadway loop to Hammond and return, then a trip to Tolleston and return, then kept repeating this cycle thruout the day, with additional trippers filling in to Tolleston and even to Clark Road, during rush hours.

For the trippers, cars of the 109-128 class were used until 1937; from then on, 200-class were so assigned.

#### HOBART LINE, 1914-1939:

Hobart cars operated from the beginning directly to the main gates of Carnegie - Illinois Steel at the north end of Broadway. Originally projected toward Valparaiso, the line was unable to get its tracks across the Pennsylvania Railroad at Hobart, altho it operated to that point for many years. Prior to 1924 the line was cut back to 3rd & Main in Hobart.

Cars ran on a 90-minute headway until 1925, using two St. Louis cars in base service, except that a Birney car operated in base service from 1920 to 1923, when it was sold.

Trippers were run at shift change times of the steel mills, and it was on these runs that the big wooden number 7 proved most useful. It was able to carry 25 people in the front vestibule alone. In 1925, light weight cars 4 and 5 were assigned to this line with 200 and 120-class helping out as trippers. All of the older cars were then scrapped.

As a result of one motorman's insistence, car 213 operating on this line became the only one of the 203-218 group to have its headlight on the roof instead of on the dash like its brothers.

#### TUBE WORKS LINE, 1924-1927:

This line served the Coke Plant of the Carnegie-Illinois Steel Company and the National (now Gary) Tube Company. Continuous all-day service was never operated on this line; only trippers ran as needed. National Tube prohibited the use of automobiles on their property, except for certain official cars, and Gary Railway's thus had the job of moving 2500 people twice daily. The problem was solved with the use of trailers, which were used until the Tube Works shut down completely in the depression of 1932. Service was cut back to the Coke Plant at that time and all types of cars saw service here. During World War II service was extended back to the reopened Tube Works. The line had several underpasses below railroad tracks and the dips in street car tracks at these points had become so rough that it was impossible to keep fenders in repair and they had to be taken off all of the 200-class cars for use here.

In trailer days, trains ran south on Broadway to 26th Avenue, where they could be wye'd. After 1926 this wye was changed to a loop. When operation was resumed following the depression, cars ran only as far south as 5th & Broadway, where transfer connections were made to all other routes.

#### CROWN POINT LINE, 1912-1933:

Crown Point cars terminated in Gary at North Broadway loop, but no passengers were handled locally between the loop and 45th Avenue. Original equipment included two straight passenger cars and two combination baggage-passenger cars, of typical arch-window interurban construction except for their arch roofs. One of the straight passenger jobs, number 4, was lost in a fire at Goodrum in 1919.

In the 1929 modernization of this division, the wooden cars were replaced by two modern one-man light weight deluxe cars, numbers 50 and 51. Hourly service was furnished.

#### INDIANA HARBOR - FIFTH LINE, 1913-1941.

Indiana Harbor cars originally terminated in Gary at the interurban station at 11th & Broadway, but not long afterward they started switching back at 5th & Broadway and continued to use this street terminal till street car operation was discontinued in 1939.

Originally serviced by the workhorse 109-128 group of cars, the line got some help in the twenties from 201 and 202. Then in 1926 came the 6-10-class.

Headway was hourly until World War I, when service was made half-hourly and continued at this frequency thruout the life of the line.

Fifth Avenue in Gary was served by a combination of the Indiana Harbor, Bridge Street and Tin Mill lines. The latter two routes were operated on a fifteen minute headway each and were so scheduled to give a 7½-minute service to Fifth Avenue. Cars of all types, including Birneys, were used. Trippers with trailers ran from the Tin Mill to 26th & Broadway at mill shift times. Some runs cut back at Bridge Street without going out to the American Bridge Company (Ambridge) plant.

The Tin Mill line was shortened to the Sheet Mill in 1938 and was taken off altogether, along with the Ambridge line, in 1940. However, service on Fifth between Broadway and the Pennsylvania Railroad depot continued until 1941.

The Pennsy station was the scene of a disastrous collision between brand-new car number 9 and car 201. The wreck occurred in a dense fog and somehow the trolley came down and set both cars afire. Neither car could be salvaged. Another new car was purchased to replace #9.

#### BROADWAY LINE, 1908-1946:

Base service on Broadway was maintained by 101-128 type cars up till 1918.

Shortly after the G&I reorganization, the increasing cost of labor and materials, combined with the ever-growing competition of buses and private autos, began to offset the advantages of serving one of the fastest growing cities of the country. The first attempt to relieve this situation was made in the summer of 1918, when eight Birney cars were placed in service on Broadway between the mill gates and 26th Avenue loop. Headways were reduced from fifteen to five, and later, three minutes. This improvement in service won cooperation of city officials, and six months later an ordinance was passed to exclude all jitneys from Gary's streets.

Shortly thereafter the new Peter Witt type cars arrived to replace 101-128 on Broadway thru-line base service. Cars 109-119 continued to work the street in rush periods, pulling trailers on three routes terminating at 26th Avenue loop. These routes began at the Tin Mill, the Sheet





Top: Car #204 at Coke Plant station, Tube Works line, 1945. (JFH)  
 Bottom: Car #4 at Main & 3rd, Hobart, 1938. (JD)

Top: Car #207 at 2nd Av. gate to Tube Works line, 1945. (JFH)  
 Bottom: Snow sweeper #S8 at Gary car barns, May 1938. Originally passenger car #118. (EF)

Mill and at North Broadway loop.

The new 19-27 type, which by coincidence came in 1927, replaced the Peter Witts in the Broadway base, and these in turn, after being revamped to conventional floor plan, moved down to replace the 109-119 pulling trailers in the peaks.

In 1932 the single-door Birneys (numbers 701-710) were retired, altho the double-door single-truckers kept rolling in Broadway tripper work until 1935. The 120-class, which had seen duty on all lines as trippers in later years, was finally taken out of all service in the summer of 1936 and reached the scrap pile in 1939.

#### VALPARAISO LINE, 1917-1938:

After the Gary & Valparaiso Railway took over the Valpo operation in 1917, cars operated directly to and from North Broadway loop. Two large steel "submarine" cars, numbers 50 and 51, were used. They had bodies duplicating the cars used on the International Railway Company Buffalo-Niagara Falls high-speed line, but the motor equipment of the Gary units was not for fast operation. Additional trippers between Valparaiso and the lakes were run in season as required, using rented Gary cars 105 and 107 or others.

In November, 1924, the two 55,000 lb. two-man cars were replaced by two 42,500 lb. low-floor safety-type one-man cars. The same hourly service and running time were maintained. During the first ten months of operation the cost of conducting transportation was reduced by 29.7%. Despite a reduction of \$1800 a month in revenue from the transportation of milk, which could not be handled on the new cars, and the continued diversion of traffic to highways, the year-round business improved and the cost was reduced.

These cars, numbered 1 and 2, were fitted with bucket seats and had toilet compartments, which were removed in the late thirties and replaced by ordinary rattan walkover seating. A third car, number 3, was maintained as a spare in the Valpo corrugated iron barn, rotating in regular service with the other two.

For many years an hourly schedule was run, but during the depression headway was lengthened to two hours thru and hourly to Garyton. The schedule was worked out so that cars made alternate round trips to Valpo and Garyton.

On October 23, 1938 the line was abandoned between Garyton and Valparaiso and service on the remaining segment from Gary to Garyton operated half-hourly weekdays and hourly Sundays. Former Crown Point cars 50 and 51, taken out of dead storage and reconditioned for this service, worked between North Broadway and Garyton loops until replaced by busses in 1942.

#### FUNERAL SERVICE:

In 1915 Calvary Cemetery was established on Gary & Interurban, near Garyton. At the request

of church authorities the company put a funeral car into service, which became available to all other cemeteries on the system and saw duty on all lines of the company.

#### FREIGHT SERVICE:

An effort was made to develop a freight business, both local and interline with steam and electric railways. After much difficulty some interchanges were constructed to steam roads. An interchange was also made between the Air Line and the Chicago South Bend & Northern Indiana Railway at Laporte. Six box cars were purchased and a local freight service operated between Hammond, Gary, LaPorte, South Bend and Goshen.

After the G&I merger, freight solicitation was intensified, particularly in the farming districts along the lines. The railway claimed to give an express service at freight rates and was handling LCL shipments on all interurbans east of Gary. By 1916, forty shippers were using this service.

Milk was a most important commodity. During this period, when roads were hardly more than a series of ruts, farmers had difficulties in getting milk into town and the interurban was a welcome convenience to them. Milk cars were run between LaPorte, Chesterton, Valparaiso, Gary, Hammond and Indiana Harbor. Milk traffic rose from a daily 70 cans in 1913 to 270 cans daily in 1916. With abandonment of the GSB&C in 1917 nearly all freight service ended, but a milk train continued to work between Valparaiso and Hammond until 1924.

Main freight station was in Gary, at 11th & Broadway, opposite the passenger depot. Most freights were handled by the 1001, but after 1002 was built it took over the milk trains and in turn was helped out at times by 404, which by then had been converted to a work car. After 1917, 404 usually handled the milk run pulling trailers 2300 and 2301 as needed, while 1002 became a work car and finally wound up as a sweeper in 1928. The Cloverleaf Dairy Company continued to receive a tank car of oil now and then via interurban until abandonment of the Garyton line in 1942. This company was located on 11th Avenue near Broadway and the tank car was set out on a siding right in the street. In later years, car 124 was usually given the job of switching this car from the Michigan Central interchange.

Gary & Hobart Traction had two box cars assigned to ice haulage. Ice was cut from Lake George in winter, stored at Hobart till needed and then hauled in for sale, using a single-truck work motor car as a locomotive.



Car 8 at Guthrie St., East Chicago  
1939 (JD)



Car 6 northbound on Indiana Harbor  
division leaves 141st Street siding  
in photo taken March 18, 1939.  
(JFH)



Gary #14 at end of line, Hammond.  
In far distance: CSL #6204. (EF)



Car #20 at 45th & Grant, Gary.  
1948 (WCJ)



## *Fare Structure:*

Gary's fares during recent years were on a ten cent base. To offset light Sunday riding, a Sunday pass was inaugurated in the spring of 1928. This pass sold for a quarter and entitled the bearer to unlimited riding on the entire system for the date of sale, except that an additional charge of 10¢ was collected for each use on the Valparaiso or Crown Point divisions. The Sunday pass became very popular and has been continued thru the years.

In order to attract short haul riders in the inner area of Gary, a nickel zone fare was established in 1931 on Fifth Avenue, Eleventh Avenue and Broadway north of the Pennsylvania Railroad. Control of the zone fare was obtained by pay-leave collection outbound from town and pay enter inbound. The rear door was so arranged that it could be placed on direct remote control from the motorman's position (to permit its use for loading outbound), closed and cut off (to prevent its use for exit after leaving the upper Broadway area outbound), or on automatic treadle operation. No transfers were issued on the 5¢ fare. Despite the limitations on its use, the nickel fare was much used and did a lot to increase revenue during the depression. Due to the rising costs of operation and denser loading, this bargain fare was discontinued during World War II.

## *Decline of Rail Service -*

The depression hit Gary hard and with it the Gary Railways. Steel mill output was greatly reduced and National Tube shut down completely in 1932. Immediate result on Gary Railways was the end of trailer operation.

Ironically, the first interurban line to be converted to bus was the last one rehabilitated and that with the finest cars the company owned--the Crown Point line. The last regular car ran on June 17, 1933. On Monday, March 5, 1934, after almost a year of suspension of service, a car was run over the line in a trial to demonstrate its condition, but the line was torn up in the following months.

Early in 1935 the Miller line was replaced by buses. On January 29, 1938, the last cars ran to the Tin Mill and the line was cut back to the Sheet Mill loop.

Hearings for abandonment of the Valparaiso Division east of Garyton were begun May 11, 1938. The Valpo line was probably the most scenic interurban rides in the Chicago area and a great favorite with railfans. Nevertheless, the line was losing steadily. Its losses of pre-Gary Railways days have already been mentioned, but these losses increased again with the coming of the depression, and the line was enabled to continue only thru deferred maintenance. The first three months of 1938 showed a \$7000 loss and the prop-

erty was in a shape that would require an expenditure of \$25,000 to restore it. Altho only a few hundred patrons used the line daily, over 1500 joined in protest to its proposed abandonment. The commission finally conceded the loss was excessive and granted permission for abandonment, which took place at the close of business October 22, 1938.

Conversion of the Indiana Harbor and Hobart lines to bus was effected on March 19, 1939, and altho regular car service had ceased the preceding day, Col. Hamilton, operating head of Gary Railways, arranged for a final inspection trip by CERA on the 19th.

It was at this time that the Indiana Harbor line was shortened to the Pennsy crossing on Fifth Avenue, with branch service on Bridge and Buchanan Streets. These latter two lines were converted to bus late in 1940, while car service on Fifth came to an end in January 1941. Garyton was the next replacement, trolleys running for the last time on January 25, 1942.

At the request of the Office of Defense Transportation the bus conversion program was brought to a halt for the duration of the war, and the three remaining car lines, Hammond, Tube Works and Broadway, went to work to handle Gary's greatest loads ever. Annual passengers carried rose from the 1932 low of 7 million to 14 million in 1940, 21 million in 1942, 31 million in 1943, and 33 million in 1944. Since then volume has gradually declined but is still very high. The majority of the wartime load moved on Broadway and the 41 cars remaining again more than proved their worth.

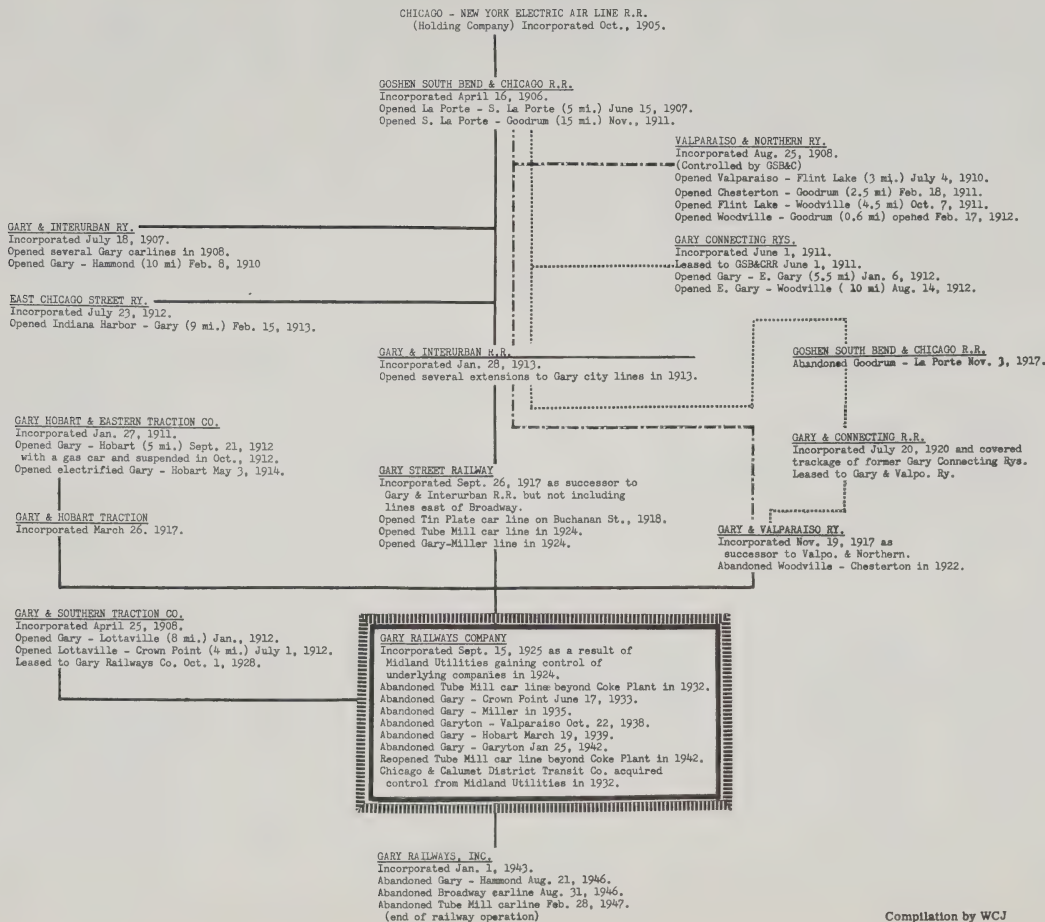
In compliance with Securities Exchange Commission rulings, Gary Railways was sold in 1942 to a new company, the Gary Railways, Inc.

With the end of the war and the relaxation of new equipment and gasoline restrictions, the conversion program was resumed. The Hammond line was changed over on August 21, 1946. Ten days later the Broadway line went to bus, and altho the Tube Works line was still operating by rail, due to insufficient buses, the farewell celebrations were held. Seven cars filled with representatives of civic groups, business men and city officials, participated in the event. The return trip was made in some of the new buses.

For its remaining days, ten cars were moved to a siding near the Tube Works, where they could be used to service the line. Only two were required to move the mill workers to 5th & Broadway, but the others were standby for repairs on the now shop-less line. Finally, in February 28, 1947 the last street cars ran, bringing to a close the street railway history of Gary.

# GARY RAILWAYS COMPANY

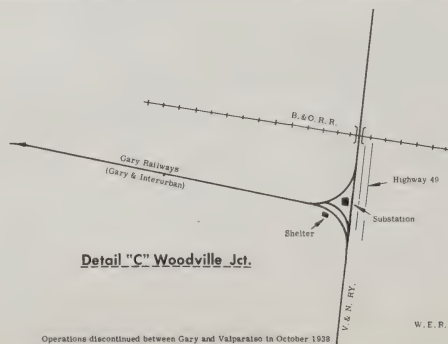
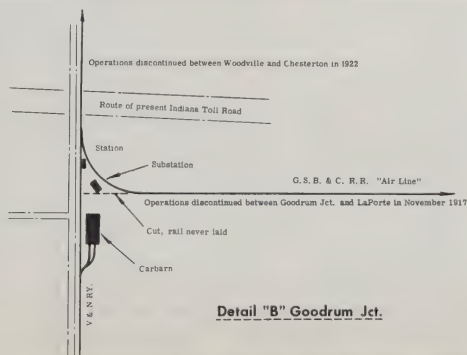
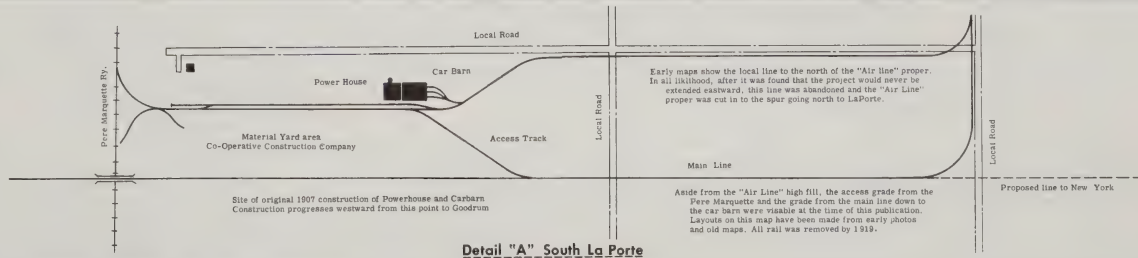
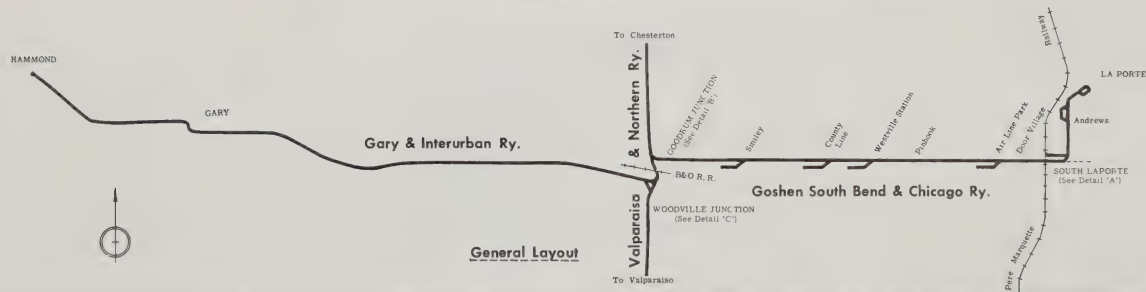
## FAMILY TREE DIAGRAM



Compilation by WCJ

## CHICAGO - NEW YORK ELECTRIC AIR LINE RAILROAD

HOLDING COMPANY



W. E. R. 6-1-60



On these pages is presented a roster of car equipment, consolidated from all previously published sources, with additions and corrections. Those pages following present a pictorial album, arranged approximately in chronological sequence, of many of the types of city, suburban and service cars operated on this system.

## GARY LINES

(UNDERLYING PROPERTIES)

CAR NUMBER	BUILDER	BUILT	TRUCKS	MOTORS	CONTROL	WEIGHT	SEATS	LENGTH OVERALL	WIDTH OVERALL	HEIGHT OVER ROOF	RETIRED	REMARKS
GOSHEN SOUTH BEND & CHICAGO RAILROAD:												
101-102	Niles	'07	Baldwin MCB	4-WH			50	49'-6"				Combination cars, to Gary & Int RR 400-401 in 1913.
103-104	McG-Cummings	'12	McG. 70A	4-GE		70,000	60	56'-0"	9'-6"	13'-6"	'39	Combination cars, "Ohm" and "Ampera" resp. to Gary & Int RR 402-403 in 1913.
105-107	McG-Cummings	'09	McG. 10A	Trail	None	48	44'-0"	8'-4"	11'-6"		'26	Originally 103-105, to Gary & Int RR 500,2300 and 2301 in 1913.
1001	McG-Cummings	'12	McG. 70A	4-GE285		46,000		50'-0"	8'-9"	12'-0"		Express motor, to G&I RR 1001 in 1913.
2000-2002			Arch Bar	Trail	None							Box cars, purchased second hand in 1912. To G&I RR in 1913.
2003-2005	McG-Cummings	'12	Arch Bar	Trail	None						'23	Box cars, to G&I RR 2003-2005 in 1913.
3000	McG-Cummings	'12	McGuire	4-WH		62,000						Work motor, to G&I RR 3000 in 1913.
GARY & SOUTHERN TRACTION COMPANY:												
2,4	Niles	'12	Baldwin 73-18	4-WH307	K35G	46,000	44	44'-6"	8'-8"	11'-5"		Passenger interurbans, 4 burned at Goodrum in 1919.
6,8	Niles	'12	Baldwin 73-18	4-WH307	K35G	46,000	46	44'-6"	8'-8"	11'-5"		Combination cars, to Gary Rys P3 and P4 in 1925.
Unknown												Single truck work car.
VALPARAISO & NORTHERN RAILWAY:												
20	McG-Cummings	'09	McG. 10A	4-GE			38	41'-6"	8'-8"		'26	Built as Denver & Intermountain Ry #20. To G&I RR 404 in 1913.
101-102							46	45'-0"			'23	Purchased second hand 1910. To G&I RR 1913, one rebuilt to line car 100 and the other to funeral car CALVARY.
GARY & VALPARAISO RAILWAY:												
1-2	Kuhlman	'24	Brill 77E1	4-GE-247	K35JJ	42,480	44	44'-8"	8'-6"	11'-0"	'47	To Gary Railways 1-2 in 1925.
50-51	Kuhlman	'18	Taylor	4-GE-203P	K35G2	56,940	65	54'-7"	8'-6"	11'-6"	'39	To Gary Railways P1-P2 in 1928.
100								45'-0"			'23	Line car, acquired 1917 from G&I RR. Wrecked at Wahob Sept. 1923.
404	McG-Cummings	'09	McG. 10A	4-GE80	K35G2			41'-6"	8'-8"		'26	Acquired 1917 from G&I RR, made into work car.
1501-1502			Arch Bar	Trail	None			41'-0"			'26	Box cars, acquired 1917 from G&I RR.
2300-2301	McG-Cummings	'09	McG. 10A	Trail	None			44'-0"	8'-6"	11'-6"	'23	Milk cars, acquired 1917 from G&I RR.
CALVARY								45'-0"			'23	Funeral car, from G&I RR in 1917.
EAST CHICAGO STREET RAILWAY:												
125-128	McG-Cummings	'13	McG. 10A	4-GE80	K28	44,000	44	44'-0"	8'-9"	11'-10"	'40	Leased to the G&I RR from 1913 to 1917. Sold 1917 to Gary Street Ry.
GARY HOBART & EASTERN TRACTION COMPANY GARY & HOBART TRACTION COMPANY:												
1	General Elec.	'12	Wason	2-GE72A		72,000	44	50'-0"	9'-6"	11'-7"		Gas electric car, sold in 1912.
1	Pullman	'96	CCRy. Moore	2-WH12A		20,000	25	30'-0"	7'-7"	10'-11"	'23	Purchased 1914 from Chicago City Ry. Ex-2316 work.
2	St Louis	'05	St.L. 47B	4-WH101A	K28	36,000	40	41'-0"	8'-4"	11'-6"	'27	Purchased 1914 from St. Louis. Renumbered 5 in 1920.
3	St Louis	'05	St.L. 47B	4-WH101A	K28	36,000	40	41'-0"	8'-4"	11'-6"	'26	Purchased 1914 from St. Louis. To Gary Railways 25 in 1925.
3-5	Kuhlman	'25	Brill 77E1	4-GE247	K35JJ	42,520	40	44'-8"	8'-6"	11'-0"	'47	To Gary Railways 3-5 in 1925.
5	St Louis	'05	St.L. 47B	4-WH101A	K28	36,000	40	41'-0"	8'-4"	11'-6"	'27	Former number 2, sold to Gary Rys. 26 in 1925.
7	Niles		Peckham 9	4-WH532A	K35G2			47'-0"			'26	Acquired second hand in 1916, to Gary Railways 27 in 1925.
10		'20				16,000	32	28'-0"	8'-0"	10'-2"		Blaney, sold 1923 to Benton Harbor-St. Joe Ry. & Light Co.
Unknown												Single truck open cars, purchased second hand in 1914. retired in 1915.

B&L - BUFFALO & LAKE TRACTION CO.  
 CSI - CHICAGO SURFACE LINES  
 CUT - CHICAGO UNION TRACTION CO.  
 DM&C - DES MOINES & CENTRAL IOWA RAILROAD  
 G&I RR - GARY & INTERURBAN RAILROAD  
 GSB&C - GARY SUBURBAN & CHICAGO RAILROAD  
 G&ST - GARY & SOUTHERN TRACTION CO.  
 G&V - GARY & VALPARAISO RAILWAY  
 V&N - VALPARAISO & NORTHERN RAILWAY

# GARY LINES

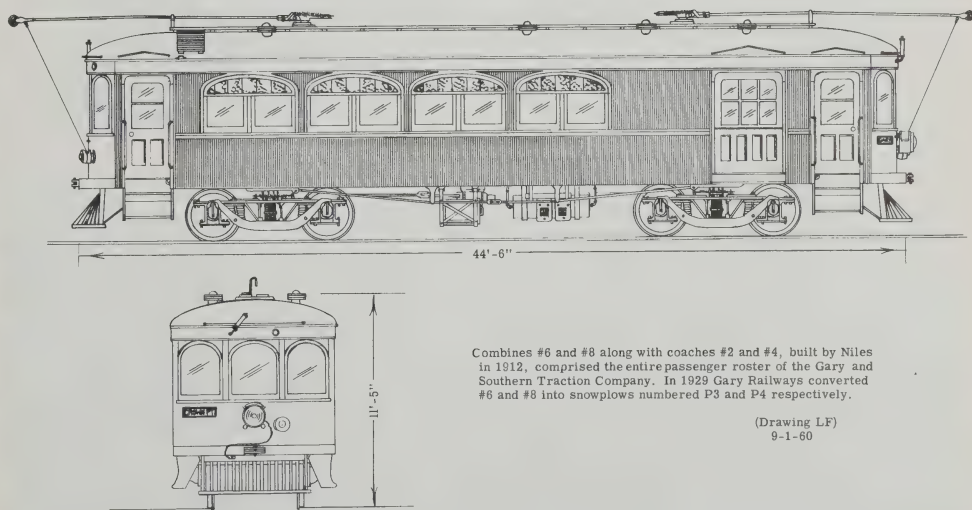
(Including GARY & INTERURBAN RY. and GARY RAILWAYS)

CAR NUMBER	BUILDER	BUILT	TRUCKS	MOTORS	CONTROL	WEIGHT	SEATS	LENGTH OVERALL	WIDTH OVERALL	HEIGHT OVER ROOF	RETIRED	REMARKS
CITY AND SUBURBAN CARS												
1-2	Kuhlman	'24	Brill 77E1	4-GE247	K35JJ	42,480	44	44'-8"	8'-6"	11'-0"	'47	Ex-Gary & Valparaiso Rwy, acquired in 1925. Had bucket seats & toilet orig.
3-5	Kuhlman	'25	Brill 77E1	4-GE247	K35JJ	42,520	44	44'-8"	8'-6"	11'-0"	'47	Ex-Gary & Hobart Traction Co, acquired 1925. Had bucket seats & toilet orig.
6-10	Cummings	'26	Cummins'gs 62	4-GE265	K35JJ	37,000	46	44'-8"	8'-8"	10'-9"	'46	No. 9 wrecked 4-28-27 in collision with 201 on Fifth Avenue.
9	Cummings	'27	Cummins'gs 62	4-GE247	K35PP	40,000	46	44'-8"	8'-8"	10'-9"	'46	Replaced first #9
11-17	Cummings	'26	Cummins'gs 62	4-GE247	K35PP	37,000	46	44'-8"	8'-8"	10'-9"	'46	
18	Cummings	'27	Cummins'gs 62	4-GE247	K35PP	40,000	46	44'-8"	8'-8"	10'-9"	'46	
19-27	Cummings	'27	Cummins'gs 62	4-GE265	K75A	37,000	52	44'-0"	8'-8"	11'-0"	'46	
25-26	St. Louis	'05	St. L 47B	4-WH101A	K28	36,000	40	41'-0"	8'-4"	11'-6"	'26	Ex-Gary & Hobart Traction Co, acquired 1925. No. 26 retired in 1927.
27	Niles		Peckham 9	4-WH532A	K35G2			47'-0"			'26	Ex-Gary & Hobart Traction Co, acquired 1925. Single end cars originally used in Crown Point service.
50-51	Cummings	'29	Cummins'gs 64	4-GE247	K75F	42,000	50	44'-10"	9'-0"	10'-9"	'46	Acquired 1913 from Valparaiso & Northern Ry #113, made line car 1914, to Gary & Valparaiso Ry 12-3-17.
100								45'-0"			'23	Used only for exhibition purposes after 1927.
101	Danville	'08	Brill 27G1	4-GE80	K28B	40,000	44	42'-0"	8'-4"	12'-0"	'37	
102-104	Danville	'08	Brill 27G1	2-GE80	K10	38,000	44	42'-0"	8'-4"	12'-0"	'27	
105	McG-Cummings	'09	McG. 10A	4-GE80	J28B	46,000	46	44'-0"	9'-0"	11'-6"		Rebuilt to work car 1923, to plow P3 1927.
106	McG-Cummings	'09	McG. 10A	4-GE80	K28B	46,000	46	44'-0"	9'-0"	11'-6"		Rebuilt to express car 1002 in 1914.
107	McG-Cummings	'09	McG. 10A	4-GE80	K28B	46,000	46	44'-0"	9'-0"	11'-6"		Rebuilt to work car 1923, to plow p4 1927.
108	McG-Cummings	'09	McG. 10A	4-GE80	K28B	46,000	46	44'-0"	9'-0"	11'-6"		Renumbered 106 in 1914 and rebuilt to sweeper 56 in 1928.
109	McG-Cummings	'10	McG. 10A	4-GE203F	K35JJ	51,000	44	44'-0"	8'-9"	12'-0"	'39	Made 1-man 1927.
110-111	McG-Cummings	'10	McG. 10A	4-GE80	K28B	46,000	44	44'-0"	8'-9"	12'-0"	'37	Made 1-man 1927.
112	McG-Cummings	'10	McG. 10A	4-GE80	K28B	46,000	44	44'-0"	8'-9"	12'-0"	'26	
113	McG-Cummings	'11	McG. 10A	4-GE203F	K35JJ	51,000	40	44'-0"	8'-4"	11'-7"	'37	Made 1-man 1927.
114	McG-Cummings	'11	McG. 10A	4-GE80	K28B	46,000	40	44'-0"	8'-4"	11'-7"		Rebuilt into sweeper 57 in 1928.
115	McG-Cummings	'11	McG. 10A	4-GE80	K28B	46,000	40	44'-0"	8'-4"	11'-7"	'26	
116-117	McG-Cummings	'11	McG. 10A	4-GE80	K28B	46,000	40	44'-0"	8'-4"	11'-7"	'37	Made 1-man 1927
118	McG-Cummings	'11	McG. 10A	4-GE80	K28B	46,000	40	44'-0"	8'-4"	11'-7"		Rebuilt into sweeper 58 in 1928.
119	McG-Cummings	'11	McG. 10A	4-GE80	K28B	46,000	40	44'-0"	8'-4"	11'-7"		Rebuilt into line car 11 in 1927.
120	McG-Cummings	'11	McG. 10A	4-GE226	K35G2	44,000	44	44'-0"	8'-9"	11'-10"	'40	Rebuilt with arch roof 1922
121-124	McG-Cummings	'11	McG. 10A	4-GE226	K35G2	44,000	44	44'-0"	8'-9"	11'-10"	'40	Rebuilt with arch roof 1922, 124 to sand car in 1940 and retired 1946.
125-128	McG-Cummings	'11	McG. 10A	4-GE226	K35G2	44,000	44	44'-0"	8'-9"	11'-10"	'40	From East Chicago St. Ry. in 1917. Rebuilt 1922 with arch roof.
201-202	McG-Cummings	'18	McG. 46	4-WH514A	HLD	43,000	56	45'-0"	8'-6"	11'-0"		201 wrecked 4-28-27, 202 retired 1937
203-212	Kuhlman	'19	Brill 77E1	4-GE247	K35JJ	37,000	52	48'-11"	8'-4"	10'-11"		Peter Witts, rebuilt 1927 by Cummings to 1-man. Center doors replaced by rear doors. 208-211 retired 1940, 203-207 retired 1946, 212 retired 1947
213-216	Kuhlman	'19	Brill 77E1	4-GE247	K35G2	37,000	52	48'-11"	8'-4"	10'-11"	'46	Peter Witts, rebuilt 1927 by Cummings
											'47	Acquired 1923 from U.S. Government, were operated by B&O as 268-269. Acquired 1913 from GS&BC RR, 400 wrecked 1-1-16, 401 body to Milwaukee 3000.
301-304	McG-Cummings	'18	McGuire	Trail	None	30,175	52	47'-0"	8'-6"	11'-0"	'37	From GS&BC RR 1913, sold 1917 to Inter-Urban Ry, became DM&G 1708-1709.
305-309	Kuhlman	'19	Brill 67F	Trail	None	32,000	58	50'-0"	8'-6"	11'-0"	'37	From V&N 1913, to Gary & Valparaiso Ry 12-3-17.
310-313	Kuhlman	'19	Brill 67F	Trail	None	32,000	52	50'-0"	8'-6"	11'-0"	'37	Acquired 1923 from U.S. Government, were operated by B&O as 268-269. Acquired 1913 from GS&BC RR, 400 wrecked 1-1-16, 401 body to Milwaukee 3000.
400-401	Niles	'07	Baldwin MCB	4-WH			50	49'-6"				Northern 51, trucks and motors to 3000.
402-403	McG-Cummings	'12	McG. 70A	4-GE		70,000	60	56'-0"	9'-6"	13'-6"	'39	From GS&BC RR 1913, sold 1917 to Inter-Urban Ry, became DM&G 1708-1709.
404	McG-Cummings	'09	McG. 10A	4-GE	K35G2		38	41'-6"	8'-8"		'26	From V&N 1913, to Gary & Valparaiso Ry 12-3-17.
500	McG-Cummings	'09	McG. 10A	Trail	None		48	44'-0"	8'-6"	11'-6"	'26	From GS&BC RR 1913.
601	Chicago Union Traction Co	'00	Curtiss OHM	4-GE52	K12	42,300	36	39'-6"	7'-9"	11'-3"	'26	Orig CUT, acquired 1916 from CSL 1456. Became 601 6-5-18.
602	Chicago Union Traction Co	'00	Curtiss OHM	4-GE52	K12	42,300	36	39'-6"	7'-9"	11'-3"	'26	Orig CUT, acquired 1916 from CSL 1429. Became 602 10-15-20.
603	Chicago Union Traction Co	'00	Curtiss OHM	4-GE52	K12	42,300	36	39'-6"	7'-9"	11'-3"	'27	Orig CUT, acquired 1916 from CSL 1479. Became 603 11-1-20.
604	Chicago Union Traction Co	'00	Curtiss OHM	4-GE52	K28	42,300	36	39'-6"	7'-9"	11'-3"	'27	Orig CUT, acquired 1917 from CSL 1489. Became 604 12-30-20.
701-710	American	'18	Brill 78M1	2-GE258	K63B	16,000	32	27'-9"	8'-0"	10'-2"	'37	Birneys
711-715	McG-Cummings	'23	McG. 90	2-GE258	K63G	17,000	32	30'-2"	8'-0"	10'-2"	'37	Double door Birneys
716-720	Cummings	'25	Cummins'gs 90	2-GE264	C90	17,000	32	30'-2"	8'-0"	10'-2"	'37	Double door Birneys

# GARY LINES

(Including GARY & INTERURBAN RY. and GARY RAILWAYS), continued.

CAR NUMBER	BUILDER	BUILT	TRUCKS	MOTORS	CONTROL	WEIGHT	SEATS	LENGTH OVERALL	WIDTH OVERALL	HEIGHT OVER ROOF	RETIRED	REMARKS
FREIGHT AND SERVICE CARS												
1001	McG-Cummings	'12	McG. 70A	4-GE285		46,000		50'-0"	8'-9"	12'-0"		Express motor from GSB&C RR 1913. Sold 1917 to Inter-Urban RR, later became DM&C 1600.
1002	McG-Cummings	'09	McG. 10A Baldwin 73-18	4-GE80	K35PP	46,000		44'-0"	9'-0"	11'-6"	'37	Rebuilt from 106 in 1914, became sweeper 50 in 1928.
1500	Gary St. Rwy.	'19		4-WH307	K35G			48'-0"			'34	Work motor rebuilt from G&T 4.
1501			Arch Bar	Trail	None			41'-0"				Box car orig 2002. To G&V 1917.
1502			Arch Bar	Trail	None						'26	Box car, acquired from Barnes Ice & Coal Co. To G&V 1917.
2000			Arch Bar	Trail	None			41'-0"			'38	Box car, Ex-GSB&C RR 2000. Became 2001 in 1922.
2001			Trail	None								Portable substation, sold to Calumet Electric Company.
2001			Arch Bar	Trail	None			41'-0"			'38	Box car, Ex-2000.
2002			Arch Bar	Trail	None							Box car, renumbered 1501
2002	McG-Cummings	'12	Arch Bar	Trail	None							Fiat car, Ex-2003.
2003	McG-Cummings	'12	Arch Bar	Trail	None							Box car, made fiat car 2002 5-15-22.
2004-2005	McG-Cummings	'12	Arch Bar	Trail	None							Box cars, Ex-GSB&C RR, acquired 1913 Scrapped 1923.
2300-2301	McG-Cummings	'09	McG. 10A Baldwin M3	Trail	None			44'-0"	8'-6"	11'-6"		Milk cars, Ex-GSB&C RR passenger trailers, to G&V Ry in 1917.
3000	McG-Cummings	'12	Baldwin M3	4-WH		62,000						Sold, purchaser unknown. Double truck work motor.
CALVARY	G & I R.R.	'15						45'-0"			'23	Funeral car, rebuilt 1915 from V&N pass car, to G&V Ry 1917.
L1	Gary Rys Co	'27	McG. 10A	4-GE80	K35PP	46,000		44'-0"	8'-9"	12'-0"	'46	Line car, rebuilt from pass car 119.
P1	McG-Cummings	'08	McG. 8DL	2-GE80	K10	30,000					'25	Single truck plow, retired 1925.
P1-P2	Gary Rys Co	'28	Taylor	4-GE203P	K35PP	58,000		63'-0"	8'-6"	11'-6"	'39	DT plows, rebuilt from G&V Ry 50-51.
P3-P4	Gary Rys Co	'27	McG. 10A	4-GE80	K28B	48,000		53'-6"	9'-0"	11'-6"	'29	DT plows, rebuilt from work cars 105 and 107.
P3-P4	Gary Rys Co	'29	Baldwin 73-18	4-WH307	K35G	48,000		54'-0"	8'-8"	11'-5"		DT plows, rebuilt from G&T 6 and 8. P3 retired 1942, P4 retired 1939.
S2	McG-Cummings	'10	McGuire	4-GE80	K10	30,000		28'-3"	7'-2"	10'-9"	'46	ST sweeper.
S3	McG-Cummings	'13	McGuire	4-GE99	K10	30,000		28'-3"	7'-2"	10'-9"	'46	ST sweeper.
S4	McG-Cummings	'25	McGuire	4-GE80	K10	30,000		28'-3"	7'-2"	10'-9"	'46	ST sweeper.
S5	Gary Rys Co	'28	McG. 10A	4-GE80	K35PP	47,000		58'-1"	9'-0"	11'-6"	'37	Double truck sweeper, rebuilt from 1002.
S6-S8	Gary Rys Co	'28	McG. 10A	4-GE80	K35PP	47,000		58'-1"	9'-0"	11'-6"	'46	DT sweepers, rebuilt from 106, 114 and 118 resp.



Combines #6 and #8 along with coaches #2 and #4, built by Niles in 1912, comprised the entire passenger roster of the Gary and Southern Traction Company. In 1929 Gary Railways converted #6 and #8 into snowplows numbered P3 and P4 respectively.

(Drawing LF)  
9-1-60





The number 103 was a popular one with Goshen South Bend & Chicago Ry. , as witness the motor (top) and trailer (center). Monitor-roof type was also on the Gary property as #105 motor work car (originally passenger) shown at bottom. All built by McGuire-Cummings.





Built for the Denver and Intermountain line, car #20 was diverted upon completion to the Valparaiso & Northern and ran for some time carrying the lettering shown. It ultimately became #404 of Gary & Valparaiso Railway... Intermediate type of the G&V was "submarine" style #50, and final type was lightweight #1 and 2, both the latter groups being Kuhlman products. (GK)







Ten Peter Witt type (front entrance, center exit) were built in 1919 by Kuhlman. Numbered in the #203-212 series, they were rebuilt into end vestibule double-end one man cars by Cummings in 1927. Some survived to the end of street railway operations in Gary after the second war. (GK)







Gary & Hobart Traction Company car #5 at Kuhlman plant, Cleveland.







Only single-end cars in the Gary Railways fleet were the two bought from Cummings Car and Coach for the Gary & Southern division connecting Gary to Crown Point. Inset photo shows car #50 at Erie R.R. grade crossing at the edge of Crown Point. After this route was discontinued in 1933, these cars lay idle until 1938.

In October of that year the Valparaiso interurban route was abandoned east of Garyton. A loop was activated at the latter location so that the low-mileage 50s could be put to work. Photos above show #51 in the Garyton service: Top, at Garyton; center, at 11th & Broadway, Gary.

(GK)







Gary's sweeper fleet included three single-truckers built over a period of 15 years. These appear in the roster as S2, S3 and S4. . . . Novel line car L. 1 was rebuilt from passenger car #119 in '27. Both photos taken in survey of November 21, 1927. (GK)



**GARY RAILWAYS COMPANY**  
**HAMMOND DIVISION**  
**Timetable No. A-14**  
**Effective December 8, 1935**

**GARY RAILWAYS COMPANY**  
**GENERAL TIME TABLE RULES AND INSTRUCTIONS**  
**HAMMOND DIVISION**

Operators on the Hammond Division, on their first trip out of Gary will report to the Starter at the Car Shop, giving run number, and will compare their watches with the Western Union clock in the Starter's Office.

Cars operating on the Hammond Division will operate according to Time Table, Special Instructions and Block Signal indication.

When the time is underlined, it indicates a meet on single track and the run to be set off indicated by a number above the time. A run number between times and not underlined indicates a meet on double track.

When a scheduled WESTBOUND car arrives at CHICAGO AVENUE and the Time Table shows a meet, the opposing car may proceed ON VIC to CLARK ROAD by setting a FORTRESS SIGNAL, indicating that such WESTBOUND car has properly registered IN the block.

When a scheduled WESTBOUND car arrives at KENNEDY AVENUE and the Time Table shows a meet, the opposing car not having arrived and not being in the block, the WESTBOUND car may proceed to OSBORN, under the same instructions as in paragraph above.

WESTBOUND cars arriving late at OSBORN or CLARK ROAD will expect to find a RED signal and will be governed accordingly.

In case of delays caused by car failures, accidents, fires, railroad crossing delays or other causes, the Operator will call the Starter and report the trouble, being governed by such instructions as the Starter may issue.

In foggy or stormy weather or when the visibility is obscured, all meets will be FORTRESS KEYS and under no conditions will cars be moved beyond meeting points until opposing car has arrived.

When necessary to run trains in two or more sections, the Operator of all sections but the last shall sound one long and two short whistle and the Operators of opposing cars shall answer with two short and one long whistle. Failure to receive or answer to signals for following section must be understood to indicate that the signals have not been heard and the opposing car must be stopped and must not proceed until certain that the signals are cleared and understood.

**SPEED RESTRICTIONS:** Positive Stops - Madison Street, Roosevelt Street, Calfax St., Kennedy Avenue, Columbia Avenue, Calhoun Avenue, State Street and Oakley Avenue in both directions and in addition to these Burr street westbound.

Cars will reduce speed and be operated under control, sounding whistle or gong, while crossing all street intersections at which no stop is to be made to take on or discharge passengers.

Cars will approach all meeting points under full control, prepared to stop and will not exceed a speed of six miles per hour at meeting or passing any car.

Reduce speed to six miles per hour when passing under control in entering or leaving blocks.

Reduce speed to six miles per hour when passing over all fall switch points.

The speed of a train will ordinarily be that of its schedule, but in case of a delay no attempt will be made to make up time by reckless running. During fog or stormy weather take extra precautions.

**SAFETY FIRST --- ALWAYS**

	RUN NO. 1					WESTBOUND					DAILY					
TRIPS	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th	16th
STATIONS	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.
LOOP		6:20	7:05	8:50	9:35	11:20	12:55	1:50	2:35	4:20	5:05	6:50	7:35	9:20	13:05	12:10
ELEVENTH AVE.	4:43	6:28	7:15	8:58	9:43	11:28	12:15	1:58	2:45	4:28	5:15	6:58	7:45	9:28	10:15	12:20
CHICAGO AVE.	4:53	6:40	7:25	9:10	9:55	11:40	12:25	2:10	2:55	4:40	5:25	7:10	7:55	9:40	10:25	12:30
CLARK ROAD	4:55		7:27		9:57		12:27		2:57		5:27		7:57		10:27	
WEST GARY	4:58		7:30		10:00		12:30		3:00		5:30		8:00		10:30	
IVANHOE	5:01		7:33		10:03		12:33		3:03		5:33		8:03		10:33	
KENNEDY AVE.	5:06		7:40		10:10		12:40		3:10		5:40		8:10		10:40	
OSBORN	5:10		7:43		10:13		12:43		3:13		5:43		8:13		10:43	
STANDARD	5:13		7:45		10:15		12:45		3:15		5:45		8:15		10:45	
STATE	5:15		7:47		10:17		12:47		3:17		5:47		8:17		10:47	
HAMMOND	5:25		7:55		10:25		12:55		3:25		5:55		8:25		10:55	

	RUN NO. 5			EASTBOUND							DAILY							
TRIPS	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th	16th	17th	
STATIONS	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	
HAMMOND		6:55		9:25		11:55		2:25		4:55		7:25		9:55				
STATE		7:01		9:31		12:01		2:31		5:01		7:31		10:01				
STANDARD		7:03		9:33		12:03		2:33		5:03		7:33		10:03				
OSBORN		7:06		9:36		12:06		2:36		5:06		7:36		10:06				
KENNEDY AVE.		7:10		9:40		12:10		2:40		5:10		7:40		10:10				
IVANHOE		7:15		9:45		12:15		2:45		5:15		7:45		10:15				
WEST GARY		7:18		9:48		12:18		2:48		5:18		7:48		10:18		12:05		
CLARK ROAD		7:21		9:51		12:21		2:51		5:21		7:51		10:21		12:08		
CHICAGO AVE.	5:40	7:25	8:10	9:55	10:40	12:25	1:10	2:55	3:40	5:25	6:10	7:55	8:40	10:25	11:10	12:10	12:48	
ELEVENTH AVE.	5:51	7:35	8:21	10:05	10:51	12:35	1:21	3:05	3:51	5:35	6:21	8:10	8:51	10:35	11:21	12:20	12:55	
LOOP	6:00	7:45	8:30	10:15	11:00	12:45	1:30	3:15	4:00	5:45	6:30	8:15	9:00	10:45	11:30	12:28		

On this and the following two pages are replicas of operating timetables for Gary Railways suburban and interurban lines, followed by a page of public timetable replicas.

February 4, 1937

Operators on the Indiana Harbor Division, on their first trip out of Bridge Street, will report to Starter at the Car Shops, giving Run sheet and will compare their watches with the Western Union clock. In the Starter's Office.

Cars operating on the Indiana Harbor Division will operate according to Time Table, Special Instructions and Block Signal Instruction.

When the time is underlined, it indicates a meet on single track and run to be set is indicated by a number above the time. A run made between times not underlined indicates a meet on double track.

When a scheduled WESTBOUND train arrives at CLARK and the time table shows a meet, the opposing train not having arrived and not being in the block, the EASTBOUND train may proceed ON TIME by getting a CURTIVE SIGNAL, indicating that such EASTBOUND train has properly registered IN the Block.

WESTBOUND Trains arriving at BRIDGE STREET late, will expect to find a RED signal and will be governed accordingly.

In case of delays caused by car failures, accidents, fires, railroad crossing delays or other causes, the Operator will call the Starter and report the trouble.

When a car arrives at any meeting point other than CLARK, and the opposing car has not arrived and is not in the BLOCK, the Operator will call the Starter who will know of any unusual delays and will inform the Operator, who will be governed by such instructions as the Starter may issue.

In foggy or stormy weather or when the visibility is obscured, all meets will be POSITIVE MEETS and under no condition will trains be moved beyond meeting points until opposing train has arrived.

When necessary to run trains in two or more sections, the Operator of all sections but the last shall sound one long and two short whistles and the Operator of opposing cars shall answer with two short and one long whistle. Failure to receive an answer to a whistle for a following section must be understood to indicate that the signals have not been heard and that the opposing car must be stopped and must not proceed until certain that the signals are answered and understood.

Trains going in both directions will stop to take on or discharge passengers at the following streets: Clark Road, Porter Street, Matthews Street, Durbin Street, Burr Street, Tompkins Street, Holmes Street and Colfax Street.

Positive Stops: Pierce Street, Buchanan Street, Bridge Street and Chicago Avenue.

Speed Restrictions: Cars will be operated under control between Broadway and Madison Street.

Cars will reduce speed and be operated under control, sounding long or whistle while crossing all street intersections at which no stop is to be made to take on or discharge passengers.

Cars will approach all meeting points under full control prepared to stop and will not exceed a speed greater than six miles per hour in meeting or passing any train.

Reduce speed to six miles per hour when passing under contactors, in entering or leaving sidings or blocks.

Reduce speed to six miles per hour over all crossing switch points.

The speed of a train will ordinarily be that of its schedule, but in case of a delay, no attempt will be made to make up time by reckless running. During fog or in stormy weather, the extraordinary precautions

	WESTBOUND TRAINS										FIRST CLASS									
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	4:45	4:47	4:49	5:1	5:3	5:5	5:7	5:9	5:11	5:13	5:15	5:17	5:19	5:21	5:23	5:25	5:27	5:29	5:31	5:33
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Broadway	4:05	4:55	5:05	5:35	6:05	6:35	7:05	7:35	8:05	8:35	9:05	9:35	10:05	10:35	11:05	11:35	12:43			*
Bridge St.	4:15	4:45	5:15	5:45	6:15	6:45	7:15	7:45	8:15	8:45	9:15	9:45	10:15	10:45	11:15	11:45	12:53			
Clarke	4:20	4:44	4:46	4:50	5:20	5:52	6:24	6:56	7:28	8:00	8:32	9:04	9:36	10:08	10:40	11:12	11:50	12:55		
Colfax	4:25	4:55	5:25	5:55	6:25	6:55	7:25	7:55	8:25	8:55	9:25	9:55	10:25	10:55	11:25	11:55	1:00			
Randolph	4:28	4:58	5:28	5:58	6:28	6:58	7:28	7:58	8:28	8:58	9:28	9:58	10:28	10:58	11:28	11:58				
Mandell	4:30	5:00	5:30	6:00	6:30	7:00	7:30	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00				
Cline	4:44	4:46	4:48	5:0	5:2	5:4	5:6	5:8	6:0	6:2	6:4	6:6	6:8	7:0	7:2	7:4				
	4:25	5:05	5:35	6:05	6:35	7:05	7:35	8:05	8:35	9:05	9:35	10:05	10:35	11:05	11:35	12:05				
111st St.	4:40	5:10	5:40	6:10	6:40	7:10	7:40	8:10	8:40	9:10	9:40	10:10	10:40	11:10	11:40	12:10				
Ind. Har.	4:50	5:20	5:50	6:20	6:50	7:20	7:50	8:20	8:50	9:20	9:50	10:20	10:50	11:20	11:50	12:20				

\* This run goes to Loop - 12:40 A.M., Lv. 5th & Broadway at 12:43 A.M. for E. J. &

## GARY RAILWAYS COMPANY INDIANA HARBOR DIVISION Timetable No. B7A Effective February 10, 1935

Stations	WESTBOUND TRAINS										FIRST CLASS									
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	1	3	5	7	9	11	13	15	17	19	21	23	25	27	29	31	33	35	37	39
	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM
Broadway	5:05	5:35	5:45	5:55	6:05	6:35	6:45	6:55	7:05	7:35	7:45	7:55	8:05	8:15	8:25	8:35	8:45	8:55	9:05	9:15
Bridge St.	5:15	5:45	6:15	6:45	7:15	7:45	8:15	8:45	9:15	9:45	10:15	10:45	11:15	11:45	12:15	12:45	1:15	1:45	2:15	2:45
Clarke	5:20	5:50	6:20	6:50	7:20	7:50	8:20	8:50	9:20	9:50	10:20	10:50	11:20	11:50	12:20	12:50	1:20	1:50	2:20	2:50
Colfax	5:25	5:55	6:25	6:55	7:25	7:55	8:25	8:55	9:25	9:55	10:25	10:55	11:25	11:55	12:25	12:55	1:25	1:55	2:25	2:55
Randolph	5:28	5:58	6:28	6:58	7:28	7:58	8:28	8:58	9:28	9:58	10:28	10:58	11:28	11:58	12:28	12:58	1:28	1:58	2:28	2:58
Mandell	5:30	6:00	6:30	7:00	7:30	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	1:00	1:30	2:00	2:30	3:00
Cline	5:35	6:05	6:35	7:05	7:35	8:05	8:35	9:05	9:35	10:05	10:35	11:05	11:35	12:05	12:35	1:05	1:35	2:05	2:35	3:05
111st St.	5:40	6:10	6:40	7:10	7:40	8:10	8:40	9:10	9:40	10:10	10:40	11:10	11:40	12:10	12:40	1:10	1:40	2:10	2:40	3:10
Ind. Har.	5:50	6:20	6:50	7:20	7:50	8:20	8:50	9:20	9:50	10:20	10:50	11:20	11:50	12:20	12:50	1:20	1:50	2:20	2:50	3:20





GARY RAILWAYS



# Electric Railways of Indiana

## Section IV OTHER LINES

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#### Frontispiece:

- Birney cars at Lafayette
- 1 Lafayette (Lafayette Street Railway)
- 6 Purdue University Test Car
- 7 Hammond (H W & E C Ry)
- 14 Marion (Marion Railways, Inc.)
- 19 St. Joe Valley Line (St. J. V. T. Co.)
- 22 Angola-Lake James (Angola Ry. & Pow. Co.)
- 23 Mishawaka (Twin Branch R.R.)
- 23 Fort Wayne (Indiana & Michigan Elec. Co.)
- 24 South Bend (Singer Sewing Machine Plant)
- 24 Orestes (Western Indiana Gravel Co.)
- 26 Kingman (Covington & South Western R.R.)
- 27 Portland-Huntington (Cin. Bluff. & Chgo. Ry.)
- 28 Union City-Dayton (Indiana Columbus & En. Tr.)

Bulletin 104

Central Electric Railfans' Association

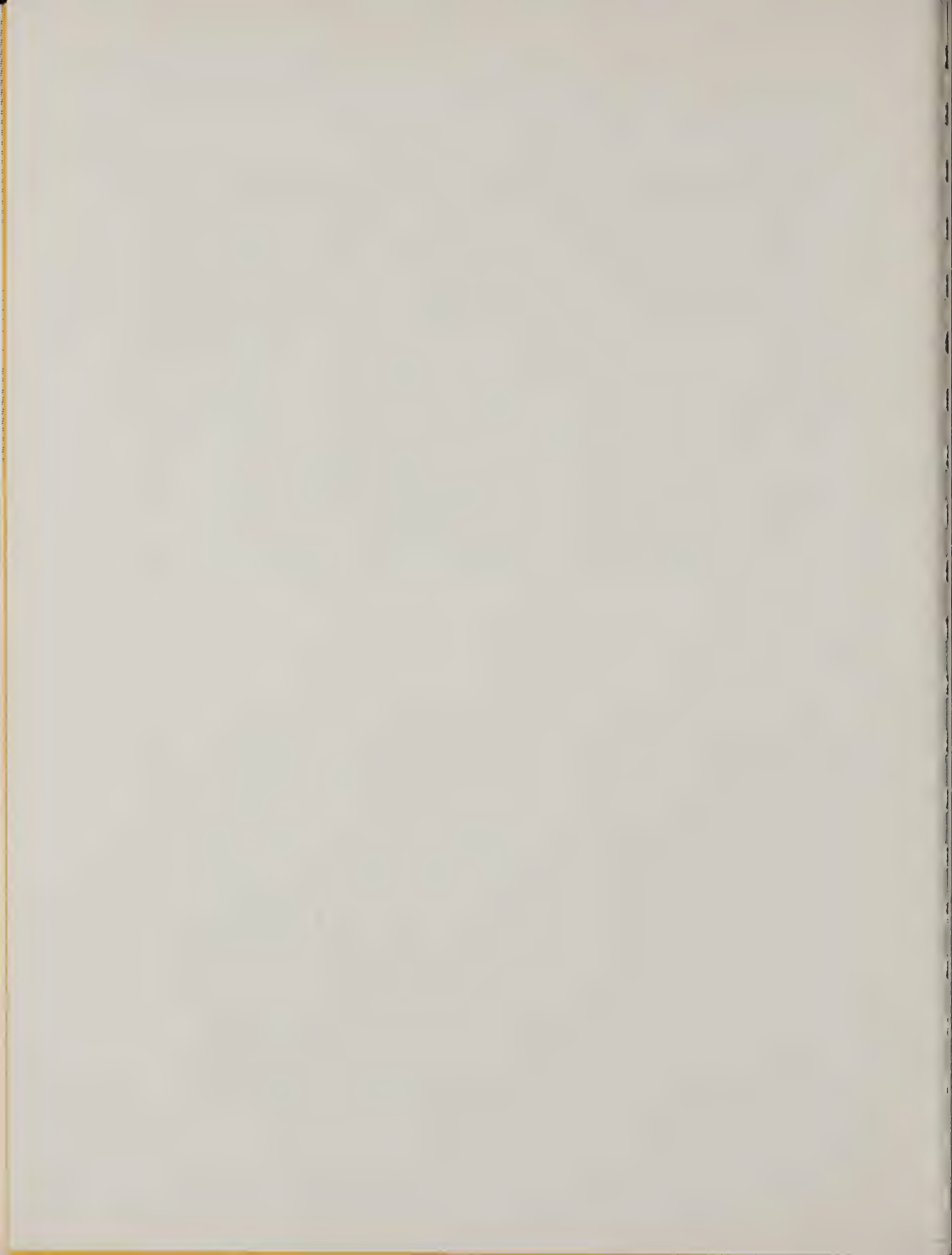






Lafayette Street Railway birney car #12  
 eastbound at 5th & Main.  
 Cars #26 and #24 pass on Kossuth Street  
 line. (FEB, courtesy RES)







# Lafayette....

(Condensed from Bull. #32, Elec. Ry. Historical Society, By David W. Chambers)

An abortive early attempt at transit in Lafayette was that of the Ball Street Railway Company, which operated horse cars from about 1868 into the early 1870s.

The Lafayette Street Railway was organized in 1883 and began to run horse cars the next year. Extensions were made, both in Lafayette and in West Lafayette. The original franchise limited the company to animal power, but in 1888, the city passed an ordinance that permitted electrification, which was completed by 1889.

In 1903, the Ft. Wayne & Wabash Valley Traction Company acquired the property. Cars were brought in from Ft. Wayne to replace worn out older cars. In March, 1913, a serious flood damaged the area severely, washing out all bridges across the Wabash River. Ferry boats had to be pressed into service to transfer passengers between the disconnected Lafayette and West Lafayette portions of the system until December, 1914, when a new bridge was available.

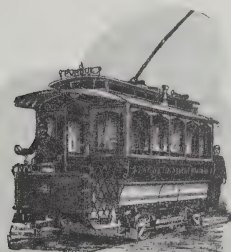
When Ft. Wayne & Wabash Valley was reor-

ganized in 1920 as the Indiana Service Corporation, the Lafayette property was divorced as being a financial burden. A new local company was organized in 1922 under the name Lafayette Street Railway, Incorporated, and began rehabilitation of track and equipment. A fleet of single truck birney cars took over, but by 1930 the company was again in serious financial difficulty. In May, 1939 it announced a conversion plan to change to buses. The last cars ran March 14, 1940.

## SOLDIERS HOME - BATTLE GROUND LINE:

When the State of Indiana established a Soldiers Home north of West Lafayette in 1896 a rural trolley was built out to it, but the first route of this line tapped no other traffic. In 1905, a line was built to the home via the Wabash Valley and it continued on 3 miles more to the hamlet of Battle Ground, the site of William Henry Harrison's victory over the Indian Tecumseh. The old line was torn out.

In the 1922 reorganization, Lafayette Street Railway took over the line as far as Soldiers Home, while ISC switched cars over the balance for another year. The Soldiers Home line lasted until January 3, 1930.



STREET CARS WAITING  
AT SIXTH AND MAIN

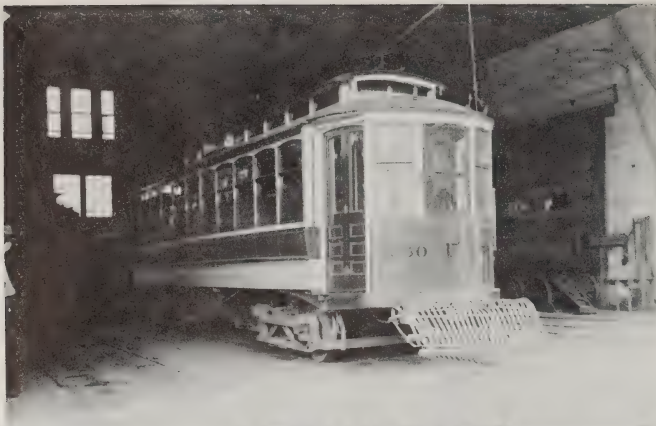
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## LAFAYETTE STREET RAILWAY

CAR NUMBER	BUILDER	BUILT	TRUCKS	MOTORS	CONTROL	WEIGHT	SEATS	LENGTH OVERALL	WIDTH OVERALL	HEIGHT OVER ROOF	REMARKS
PASSENGER CARS											Data: JJB Compilation: JJB, LF
10-12 14-20	Brill	'22	Brill 79E1	2 GE264A	K63Br	15,500	32	28'-1"	7'-11"	10'-8"	
50-52	Laconia	'07	Standard C-50P		K6	40,000	48	38'-0"			
SERVICE CARS											
1	McGuire		McGuire			30,000		28'-3"	8'-11"	10'-9"	Sweeper
2	McGuire		McGuire			30,000		28'-3"	8'-11"	10'-9"	Sweeper
3			Curtis		K36			28'-11"	8'-7"	11'-0"	Sand car, ex-ISC 140 series.
5											Flat car

CS&N - CHICAGO SOUTH BEND & NORTHERN INDIANA RAILWAY  
UTC - UNION TRACTION COMPANY OF INDIANA



Fort Wayne & Northern  
Indiana Traction  
Company car #250,  
used in the early  
1900s on the  
Battle Ground line.  
Photo taken at  
Ferry Street  
carbarns.

(DC via CVH)

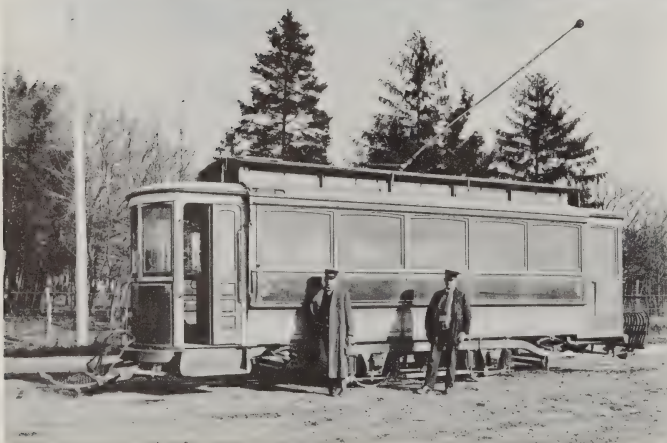


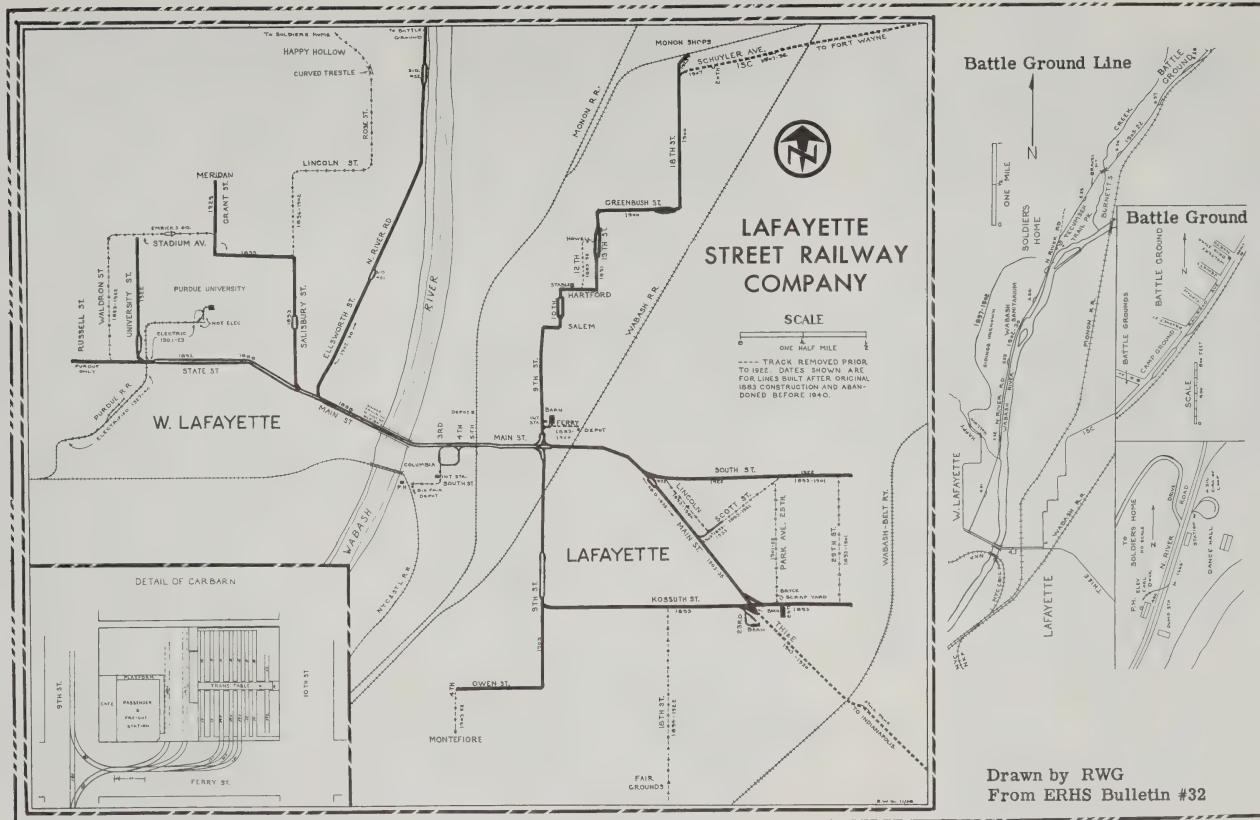
Above: Lafayette Street  
Railway #50, also  
intended for Battle  
Ground line, but  
used in regular  
city service for  
peak traffic occasions,  
like football games,  
right up to 1940.

(GK)

Left: FW&NIT car #148  
taken on Harvey Av.,  
now W. Stadium Av.,  
in the 1900s.

(DC via CVH)





Drawn by RWG  
From ERHS Bulletin #32

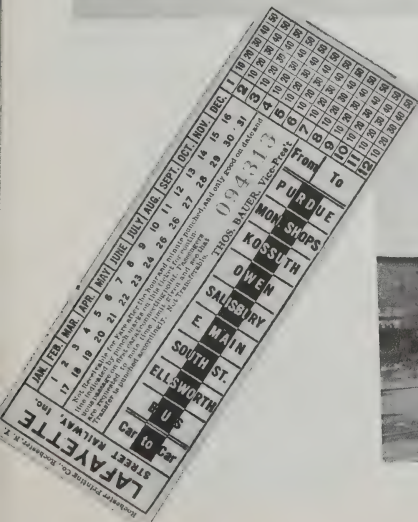


Many of Lafayette's cars were built by the Brill plant at Philadelphia. Here are three, representing the early, middle and late periods of Lafayette street car history.

Car #226, center, was built for Indiana Service Corporation; the others were for Lafayette Street Railway.

(All: HSP)







The Purdue test car, shown left, is preserved today at the Museum of Transport, St. Louis.

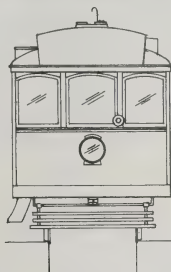
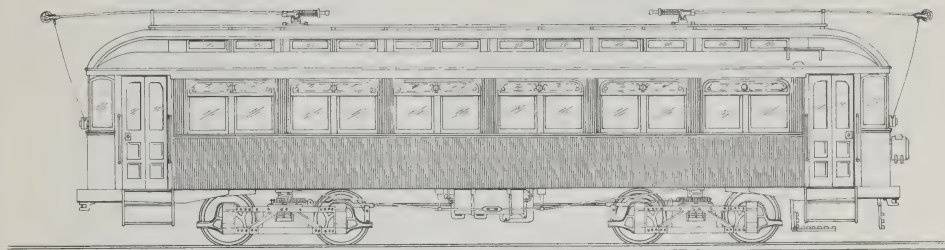
Above: Purdue University electric railway test car operated about once a year for student training on the West Lafayette campus, or, in earlier years, on the interurban railways of the area. (DI)... Center: Lafayette St. Ry. work car #3 (VZ) Bottom: Interurban station at 9th & Ferry Streets, with carhouse in background. Nearest car is Indiana Service Corporation #353; other is Terre Haute Indianapolis & Eastern Traction #40 or #44. (DHW)





# HAMMOND WHITING AND EAST CHICAGO

## Cars 58-61



Built by the Jackson & Sharp car works at Wilmington, Delaware, in 1901, for the Indianapolis Shelbyville & Southeastern Traction Company. After only a couple of years of service, that company decided to change to 6600 v AC and ordered new cars, making these available for sale. HW&EC acquired them in 1907 and then numbered them 326-329. In 1910 they became #508-511 and in 1916 they were once again renumbered, this time to #58-61. During the last few years before their scrapping in 1938, these cars were assigned to snow fighting duties.

(Drawing: LF)

## Hammond-

(Condensed from Bull. #8, Elec. Ry. Historical Society, by James J. Buckley)

Late in 1892 a street railway about 2 miles in length was built on Hohman Avenue, Hammond, by the Hammond Whiting & East Chicago Street Railway. After some financial difficulties and a reorganization, the property was extended into East Chicago, Whiting and up to the Illinois-Indiana state line to a connection with the South Chicago City Railway. May 15, 1896 marked the opening of the double track thru line between Hammond and 63rd & Stony Island on the south side of Chicago. South Chicago City Railway got control of the property.

In 1901, Hammond's largest industry, the Hammond Packing Company plant, was destroyed by fire. The impact on Hammond was so severe that the traction company sold all but 12 of its cars.

In 1908 the South Chicago City Railway was consolidated with the Calumet Electric Street Railway into the Calumet & South Chicago Railway, which in turn controlled HW&EC. From this time on, a joint service using some cars of

both the Chicago and Hammond companies was maintained.

An interesting battle was fought between HW&EC and the Chicago Lake Shore & South Bend Railway over the franchise rights in Chicago Street, East Chicago. Neither company emerging victorious, a wasteful four tracks were laid, remaining there until 1913. In that year a new route was set up for HW&EC's Hammond-East Chicago service.

A fairly prosperous period came to the property during the 1917 war, but immediately thereafter, jitneys and private auto competition began to kill it. By 1929, HW&EC petitioned for abandonment. Instead, a new company, Calumet Railways was organized, but as the depression deepened, it too, failed and was replaced by Chicago & Calumet District Transit Company.

One man car service instituted in 1931 helped cut costs, but there was no money to renew the deteriorated track structure. The Indiana Harbor rail service ended January 14, 1934. That to Hammond and Indiana Harbor quit June 9, 1940.

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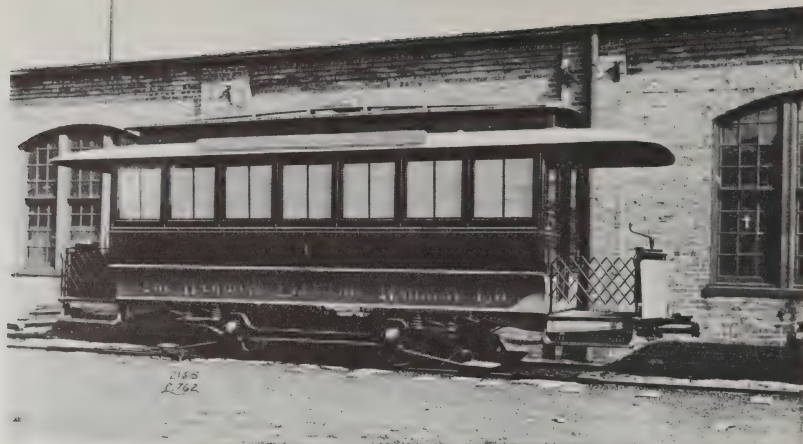
# HAMMOND WHITING & EAST CHICAGO RAILWAY COMPANY

CAR NUMBER	BUILDER	BUILT	TRUCKS	MOTORS	CONTROL	WEIGHT	SEATS	LENGTH OVERALL	WIDTH OVERALL	HEIGHT OVER ROOF	REMARKS
PASSENGER CARS											Data: JJB COMPILATION JJB, LF
46-47	Pullman	'96	McGuire	2- WH12A	K	18,000	32	30'-0"	7'-8"	10'-9"	Single truck cars, retired 1916-17.
51,53,54	St. Louis	'02	Taylor	4-GE80	K6			41'-6"			Originally numbered 316, 318 and 319. Renumbered 501, 503 and 504 about 1910.
52	St. Louis	'02	Peckham	4-GE80	K6			43'-3"			Originally numbered 317, renumbered 502 about 1910.
55	St. Louis	'02	Taylor	4-GE80	K6			43'-3"			Originally numbered 320, renumbered 505 about 1910.
56-57	St. Louis	'01	St. Louis	4-GE67	K6A	52,800	44	46'-8"	8'-7"	12'-0"	Purchased Dec 09 from Chicago City Ry #2544-2545, became 506-507.
58-61	Jackson and Sharp	'02	Peckham	26 4-GE80	K28	53,000	47	44'-3"	8'-5"	11'-8"	Purchased 1907 from Indianapolis, Shelbyville & Southeastern Trac. Co.
											Originally numbered 326-329, about 1910 became 508-511. Rebuilt as plows.
62-64	St. Louis	'01	St. Louis	4-GE67	K6A	52,800	44	46'-8"	8'-7"	12'-0"	Purchased Apr 1910 from Chicago City Ry 2543, 2547, 2548, Renumbered 512-514.
65-68	American	'16	Brill	77E 4-GE80	K28	56,400	54	48'-0"	8'-6"	11'-7"	
69-70	American	'17	Brill	77E 4-GE80	K35	56,400	54	48'-0"	8'-6"	11'-7"	70 rebuilt 1932 into one-man car.
71-80	American	'19	Brill	77E1 4-GE 203L	K35	56,850	54	48'-0"	8'-6"	11'-7"	All rebuilt 1932 into one-man cars.
SERVICE CARS											
1	McGuire	'97	McGuire	2-GE67	K35	29,000		28'-4"	8'-11"	11'-0"	Sweeper
2	McG-Cummings	'09	McG-Cumm	2-GE67	K35	29,500		28'-4"	8'-11"	11'-0"	Sweeper
3	McG-Cummings	'13	McG-Cumm	2-GE67	K35	29,500		28'-4"	8'-11"	11'-0"	Sweeper
4	McG-Cummings	'05	McG-C MCB	4-GE80	K35	36,250		34'-0"	7'-6"	10'-6"	5000 gallon sprinkler
5	HW&EC	'10	Peckham	29 4-GE80	K12			35'-6"			Line car
6	Garland	'16									Line truck
7	HW&EC	'10	Peckham	29 4-GE80	K28	48,100		36'-0"	8'-6"	10'-11"	Double end work car
8	HW&EC	'10	Peckham	29 4-GE80	K28	43,000		36'-0"	8'-6"	10'-11"	Single end work car
9	Calumet Elec St Ry	'08	Columbian	2- WH12A	K	20,000		30'-0"			Single truck wrecker, purchased from Calumet & South Chicago Ry.
10	McGuire	'96	McGuire	WH12A	K12	23,200		25'-6"	7'-6"	10'-6"	Single truck, 2500 gal sprinkler



A rehabilitation of the first World War period brought this class of car to Hammond, and #80 shown here was hardly unpacked when it was rolled out for a photo at the Gostlin & Sheffield carhouse. (JJB)





Hammond Electric R.R. #1 (above, ADD) was built at the Pullman works in Chicago.



Left is one of the rare examples of a "California" type (part open, part closed) car in the middle west. It was used between Hammond, East Chicago and the south side of Chicago itself. As #340, its owner was South Chicago City Railway. Later it became Calumet & South Chicago #839 and then Chicago Surface Lines #2854. (GK)

Below: At left: HW&EC Ry snow plow #59 (EF) at the Hammond yard in 1935. At right: #327 of the same type in passenger service around 1910. (FB) Both cars are part of a group bought after little service on the old Indianapolis Shelbyville & South Eastern Ry.





A valuation study in 1923 yielded these photos of Hammond Whiting & East Chicago Railway equipment of that period.

Top is #63, an old St. Louis-built job, while center and bottom are American Car Company products carrying HW&EC numbers 65 and 77. #65 was taken August 18 at Forsyth & Exchange streets, in East Chicago. #77 was at State & Morton streets in Hammond, on May 17. (All: PS)

Two overlapping transit tickets from the Hammond, Whiting & East Chicago Railway Co. The top ticket is dated FEB 12 and the bottom ticket is dated JUN 7. Both tickets include fields for fare, route, and destination.

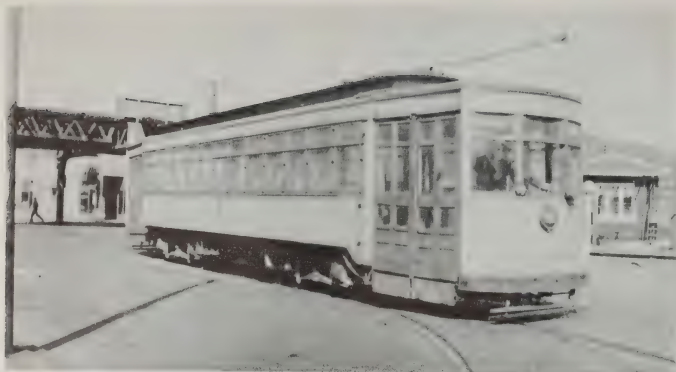
**Top Ticket (FEB 12):**

FARE	ROUTE	DESTINATION
000326	MIN 01 10 20 30 40 50	1211 1213 14 15 16

**Bottom Ticket (JUN 7):**

FARE	ROUTE	DESTINATION
001526	MIN 01 10 20 30 40 50	1211 1213 14 15 16





1	INDIANAPOLIS	1
2	INDIANAPOLIS	2
3	INDIANAPOLIS	3
4	INDIANAPOLIS	4
5	INDIANAPOLIS	5
6	INDIANAPOLIS	6
7	INDIANAPOLIS	7
8	INDIANAPOLIS	8
9	INDIANAPOLIS	9
10	INDIANAPOLIS	10
11	INDIANAPOLIS	11
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55	INDIANAPOLIS	55
56	INDIANAPOLIS	56
57	INDIANAPOLIS	57
58	INDIANAPOLIS	58
59	INDIANAPOLIS	59
60	INDIANAPOLIS	60
61	INDIANAPOLIS	61



Top: #70 rounds the loop at 63rd & Vernon in Chicago, in March, 1939. (JD)

Center: A long ride thru city streets, but a bargain fare of only 15¢ from any point in Chicago to Hammond. View shows #74 in the South Chicago shopping center, in 1939. (EF)

Bottom: Chicago Surface Lines car #6202 used in interchange service to Hammond, pauses at the section insulators at 106th & Indianapolis, the Indiana-Illinois state line, for crew change. (EF)





Top: Interior of #74 as rebuilt  
for one-man service (EF).  
Center: Sweeper #3 (EF).  
Bottom: Work car #7 with  
a load of rotary broom  
brushes at Hammond  
shops. (EF)  
All photos taken in 1939.



# Marion-

Horse cars commenced operating in the city of Marion in the 1880s. The Marion Electric Street Railway, incorporated in 1889, began construction of an electric street railway system in 1892. Service began on August 1, 1893.

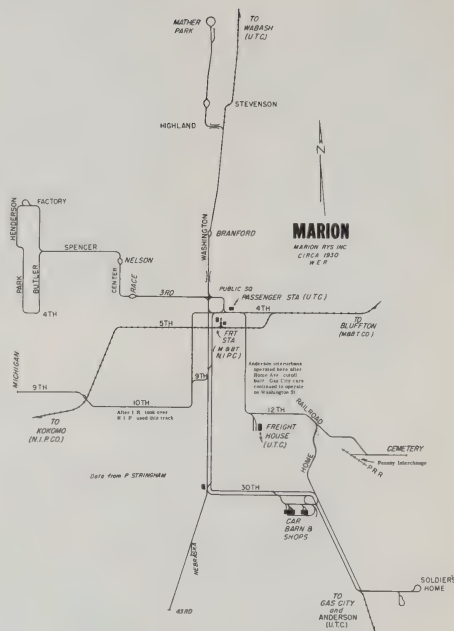
During the early years, the city lines were handed back and forth as pawns in the struggle between the various interurban railways radiating from Marion and the city government itself.

Finally the Union Traction Company of Indiana grew to be the strongest interurban, acquiring the line north of Marion to Wabash as well as its basic line south of Marion to Anderson. It came then into control of the Marion city lines and of the short suburban line from Marion to Gas City.

For more than 30 years the local system operated without fanfare, but with the coming of the 1930s the interurban lines began to fail and it appeared that, as a result, Marion would soon be without a local transit service.

When the last interurban route thru the city, that between Frankfort on the west and Anderson on the south, was abandoned in June 1932, local interests banded together to organize the Marion Railways, Incorporated. In 1933, this company took over the city lines and for some years Marion attracted nationwide railfan interest as the only all-birney, all-street car city in the midwest.

The new owners took a lot of pride in their little system. Many employees had invested in the enterprise and took a tolerant view toward the necessarily low wages it could pay. The cars were well painted and many publicity gimmicks were tried to keep the company in the public eye.



The line ran on thru the war, but by 1946 the track and equipment was in such bad shape that continued trolley operation was impossible. Buses took over the service in that year.

## MARION RAILWAYS INC.

CAR NUMBER	BUILDER	BUILT	TRUCKS	MOTORS	CONTROL	WEIGHT	SEATS	LENGTH OVERALL	WIDTH OVERALL	HEIGHT OVER ROOF	REMARKS
BIRNEY CARS											
1-8	St. Louis	'22	St. L. #7	2-WH508A	K63	16,000	32	28'-1"	7'-9"	10'-0"	Ex-UTC 69,72,71,64,73,75,70 and 74. Single end cars, acquired 1933.
9	American	'22	St. L. #7	2-WH508A	K63	16,000	32	27'-0"	8'-10"	10'-0"	Ex-UTC 76, Ex-Aberdeen (SD) R.R.
10	St. Louis	'22	St. L. #7	2-WH508A	K63	16,000	32	28'-1"	7'-9"	10'-0"	Ex-UTC 59
11	St. Louis	'21	St. L. #7	2-WH508A	K63	16,500	32	28'-0"	8'-3"	9'-10"	Ex-UTC 87, Ex-City of Detroit
12,14,15	St. Louis	'23	St. L. #7	2-WH508A	K63	16,000	32	28'-1"	7'-9"	10'-0"	Ex-UTC 62,61 and 63
16-19	St. Louis	'21	St. L. #7	2-WH508A	K63	16,500	32	28'-0"	8'-3"	9'-10"	Ex-UTC 88,86,85,84; Ex-City of Detroit. Purchased 1937 from Springfield, Ill. Ex-202,255,253 and 257
20-23		'20	St. L. #7	2-WH508A	K63	16,000	32	28'-0"			Ex-Hershey Transit 30, Ex-Grand Rapids Springfield, Acquired 1942.
24	St. Louis	'23	St. L. #7	2-GE264A	GE-50B	15,000	32	28'-0"			Purchased 1942 from St. Petersburg Muni Ry 42 and 46.
25,26	Brill	'19	St. L. #7	2-WH508	K63	16,000	32	27'-9"			
POMER CARS											
55	McCummins Edison		McCummins Edison	2-GE57	K34			28'-3"	8'-11"	11'-2"	Sweeper, Ex-UTC 1155
116	Battery Co		Battery Co	2-WH93	K10			30'-2"	8'-6"	11'-4"	Work car, Ex-UTC 16



Above: The first car in Marion ran on Washington Street from 30th to the town square on July 26, 1890. George Keiger was the driver. (WH)  
 Below: One of the active traffic generators of the early years was at Matter Park, shown in this scene of the 1890s. (JDP)

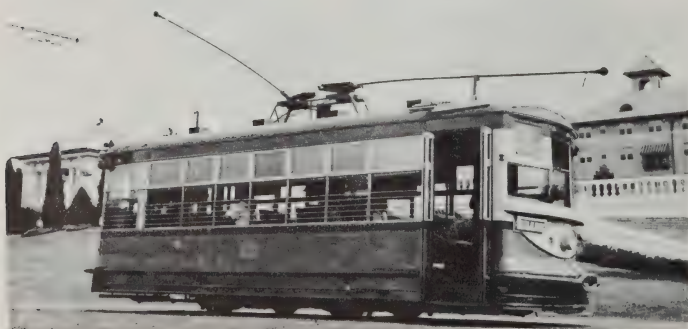






Above: Back at Matter Park on an inspection trip on May 10, 1942, a group of railfans enjoy a free lunch.  
(MDM via RES)

Right: Boomer car #24, acquisition of which had been urged by Steve Maguire, had some obvious deluxe features, carried down from earlier days at Hershey, Pennsylvania (below) and Grand Rapids, Michigan. (Both, SDM)

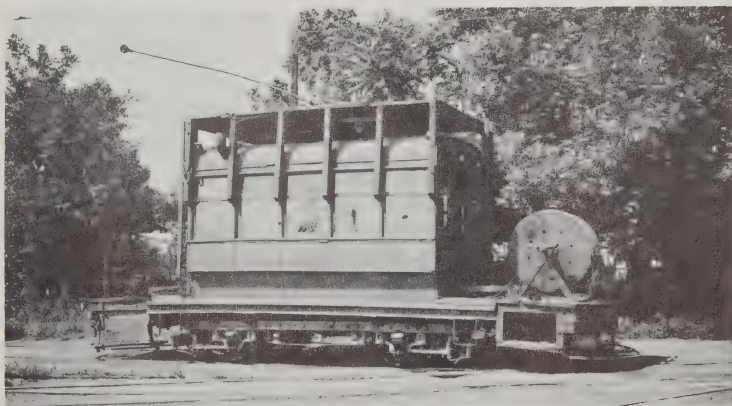




Top: Standard car of 1910 era. (BN)

Center: Line car #116, originally a battery-powered car bought second-hand by Union Traction Company, predecessor of Marion Railways. (WH)

Bottom: Lineup at the carhouse, 1941. In background, old UT powerhouse. (WH)



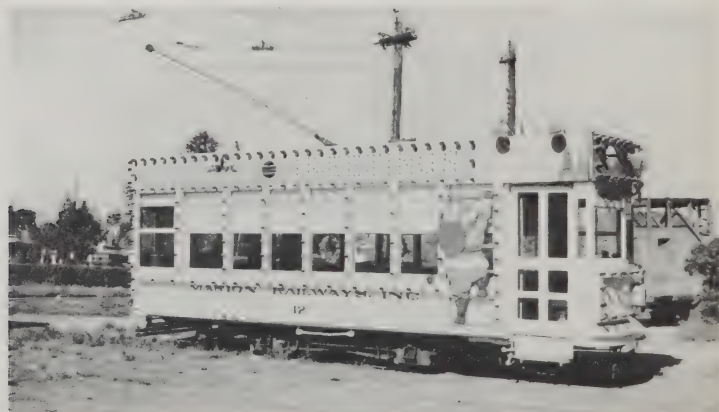


Above: Car #21 at shortened end of Matter Park line, March 2, 1946. (SDM)



Left: Partial private right-of-way on Soldiers Home line in southeast Marion, March 2, 1946. (SDM)

Below: Santaland special promotional car put on streets only for the holiday season. Photo taken summer of 1941. (SDM)





## The St. Joe Valley Line-

For coverage in depth of this property,  
the reader is referred to Bulletin 16,  
Electric Railway Historical Society.

The St. Joseph Valley Traction Company was incorporated March 28, 1903. It was planned to be an 80-mile link between interurban lines in the northern rim of Indiana and Ohio. "Doc" Bucklen of Elkhart, who had made a fortune with his "Arnica Salve" financed both the building and operation of the road.

Work started west from LaGrange in March, 1905, work was completed to Shipshewana. Initial service was given with gas-electric car #101 built by Hicks Locomotive Works of Chicago, pulling #102, an unmotorized street car built by St. Louis Car Company.

Gradually this line was extended both east and west ultimately extending from Columbia in Ohio, just over the Indiana state line, to Bristol, some 10 miles east of Elkhart. Freight was handled by steam, and altho electrification was contemplated, passenger service was given mainly with a variety of self propelled cars.

Early in 1910 the line between Elkhart and Bristol was opened. This was equipped to work from 600 v DC overhead trolley. A deal was set up with the Northern Indiana Railway to operate the line, furnishing power and cars. Frequent city service was given on Jackson Street in Elkhart and 9 daily trips each way were given to Bristol.

In 1912 the Northern Indiana lease expired and St. Joe Valley had to acquire a couple of cars to give the service on the interurban, altho Northern Indiana was persuaded to take over the city run.

After just a few more years it became evident that the interurban was not going to develop in this area, and after Bucklen died in 1917, there was no one to support and fight for the line. It was abandoned generally in April, 1918, altho the segment between LaGrange and Orland was operated for steam freight service until 1920.

## ST. JOSEPH VALLEY

CAR NUMBER	BUILDER	BUILT	TRUCKS	MOTORS	CONTROL	WEIGHT	SEATS	LENGTH OVERALL	WIDTH OVERALL	HEIGHT OVER ROOF	REMARKS
DATA: JJB COMPILATION: JJB, LF											
GASOLINE CARS											
101	Hicks Loco Wks	'05	St. Louis MCB	See Rmks	Sprague	86,650		34'-0"	9'-8"	13'-6"	Had Marinette motor, 70 hp. Destroyed by fire at La Grange in 1907
102	St. Louis	'05	St. Louis 23 MCB	Trail	None	30,000	44	48'-4"	8'-7"	12'-0"	Sold shortly after 1911 destroyed in fire. Became CS&NI Ry. 216.
130	Stover	'07	Stover	6-cyl	Stover	8,000	20				Stover Motor Car Co of Freeport, Ill. Out of service by 1913.
150	Stover	'08	Stover	6-cyl	Stover	10,000	25				Out of service by 1913.
151-152	Sheffield	'08		FM 4-cyl	FM	9,400	20				Sheffield Car Co of Three Rivers, Mich. FM #19 type convertible cars, 1911 named "Orland" and 152 named "Angola". Destroyed La Grange car barn fire 1911
171-172	Brill	'09	Taylor	FM 4-cyl	FM	24,000	35	30'-3"	8'-9"	12'-0"	FM #24 type cars with open rear vestibule. 172 lost in 1911 car barn fire.
173	Kuhlman	'10	Taylor	FM 4-cyl	FM	26,000	35	34'-2"	8'-6"	12'-0"	FM #24 type car with closed rear vestibule. Single end.
174	Kuhlman	'11	Taylor	FM 4-cyl	FM	26,000	35	34'-2"	8'-6"	12'-0"	Same type as number 173. Destroyed in 1911 car barn fire at La Grange.
174	Kuhlman	'11	Taylor	FM 4-cyl	FM	26,000	35	34'-2"	8'-6"	12'-0"	Identical with first number 174. Destroyed by fire in 1914.
174	Kuhlman	'14	Taylor	FM 4-cyl	FM	26,000	35	34'-2"	8'-6"	12'-0"	Identical with first two number 174's
203	Federal Storage Battery Co.	'13	Edison Beach	4-Dieh	EB	61,750	45	52'-0"	9'-4"	12'-7"	Battery car.
204	Hall-Scott	'14	Hall Scott	HS M6		76,000	40	54'-0"	10'-0"	13'-0"	
ELECTRIC CARS											
201	Stephenson	'04	Baldwin MCB	4-Wi-306	HL	78,000	60	61'-6"	8'-9"	12'-8"	Purchased in 1912. Renumbered 202 by 1917. Had GE 57 motors in 1918.
202	McG-Cummings	'12	McG C-20A	WH306	HLF	48,000	50	50'-0"	8'-10"		Combination passenger-baggage. Renumbered 201 by 1917.



Even on a road of strange, one-of-a-kind cars, the big #202 was a special surprise. Built in 1904 by Stephenson, it had sharply rounded ends. Top view (CEB) shows it ready to leave the Bucklen Hotel at Elkhart for Bristol....Side view center (GK) shows extra overhang of ends to clear the 6-wheel trucks with which it had originally been built....Scene at bottom (CVH) shows Northern Indiana Railway's #211 at Bristol on rental to St. Joe Valley line.



With only a couple of electric cars of its own, St. Joe Valley strangely chose to give two of them the number 202... That shown above was built at Paris, Illinois by McGuire-Cummings. (GK)

The greater part of its system: all of it east of Bristol, was operated mostly by a series of gasoline and gas-electric cars, ranging from the two tiny open jobs shown bottom left at Angola (CVH) and the Fairbanks-Morse #172 at bottom right (JJB), up thru the Hicks Locomotive Works pull car shown with trailer #102 at LaGrange (JJB), to the Hall-Scott-built #204, shown above at Shipshewanna. (DB)



McGraw-Hill 1917 style 2V motor car  
37" wheel base





#### ANGOLA-LAKE JAMES:

(For additional detail, see J. Galloway story in Bulletin 16, Electric Railway Historical Society)

One of the smallest electric railways in Indiana ran from the town square in Angola to the hamlet of Palmytown on the south shore of Lake James. Operation began July 14, 1904 when the Angola Railway & Power Company took over from the original promoters. Service was provided only from April to November (or October in the event of an early winter).

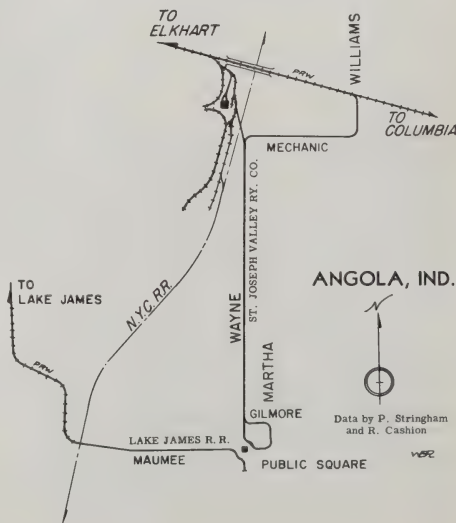
Thruout its life, the road only had three passenger cars; number 1, a closed single-trucker used on chilly days; number 2, a double-truck California-type; and number 3, a single-truck open trailer.

On normal weekdays, two trips were scheduled in the morning and five in the afternoon and evening, with an additional trip late Saturday.

There were no sidings on the line. The trailer was pushed up to the Lake and pulled back to Angola.

In 1907 a single-truck flat car was bought to carry gravel from a pit near Palmytown and in 1914 or 1915 a work motor car was purchased to relieve the passenger car of hauling the flat.

Actually, the railway kept going on the traffic generated by the Chautauqua held at the Lake. It never really made any money, though, and in 1918 the owners petitioned abandonment, which was granted and took place October 15th, 1918.



#### MISHAWAKA (Twin Branch Railroad):

Only a mile in length, this spur line was built primarily to switch coal into the Twin Branch power plant of the Indiana & Michigan Electric Company from the old Elkhart & Western line of the New York Central Railroad. There is, however, a material yard on the route and it is considered a common carrier.

Originally the line was operated with two 0-6-0 steam switchers #1 and #2, but these were replaced in the 1930s with storage battery locomotives #3 and #4.

In order to improve the utilization of these engines by cutting down the idle standing time required to charge their batteries, a novel electrification was carried out during World War II. Catenary was strung and pantographs were installed on the locomotives, but the job of this distribution system was to charge the batteries, not to propel the motors directly. The trolley voltage is understood to have been 250 v DC.

In the 1950s, a diesel was obtained and the battery hogs were placed in storage.



#### Photos:

Top: Twin Branch #3, Baldwin-Westinghouse battery engine.  
Just above: #3 shoving cars at power house car dumper, November 1, 1947.

Left: Ex-New York Central 0-6-0 #2, taken about 1933.  
(All: V-Z)



#### FORT WAYNE (Indiana & Michigan Elec. Co.):

Originally part of the Indiana Service Corporation network, described in detail in CERAB-102, a small switching operation at the Spy Run generating plant survived into the late 1940s. Motor #817 is shown at right switching coal. (SDM)



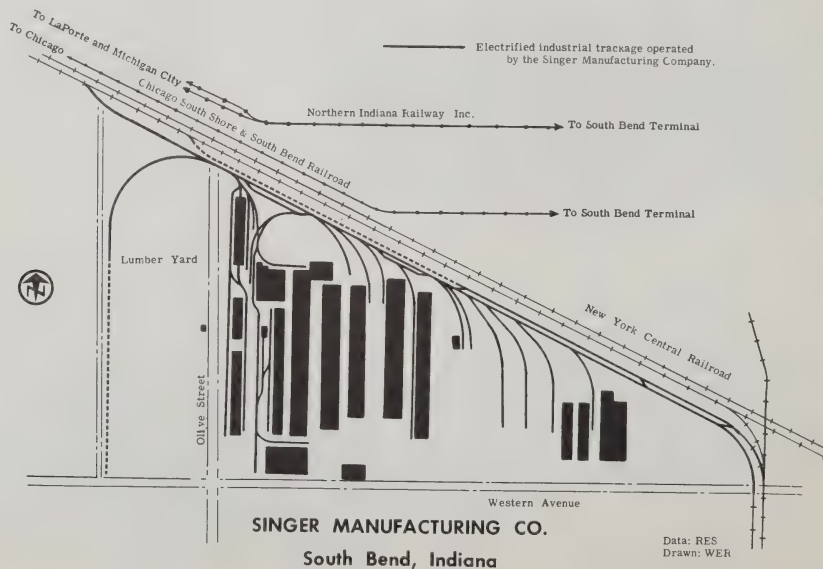


#### ORESTES:

Among the small electric railways of Indiana were a handful of industrial private carriers, one of which is the Western Indiana Gravel Company. The large gravel pit operated by this firm near Orestes (on the route of the old Tipton-Alexandria interurban line) used electric traction to switch cars in the yard and up to the interchange of the Nickel Plate Road (NYC&StLRR) in the

town of Orestes.

The gravel company had been served here (and at Anderson) by Indiana Railroad, but when the interurban was abandoned on June 30, 1931, the company took over  $2\frac{1}{2}$  miles of spur and acquired an old Indianapolis & South Eastern box motor as a locomotive. Subsequently three other ex-IR work motor cars were added.







Above: Singer's fleet of three switchers in lineup, July 24, 1915. (GE via RES)

# INDUSTRIAL TRACKAGE ELECTRIFICATION at the South Bend Plant of the SINGER MANUFACTURING COMPANY

...See map, opposite page.

Condensed from a privately printed pamphlet  
by Robert A. Selle, MCERA.

From 1901 thru 1955 the makers of the well-known Singer sewing machines operated a four-locomotive private industrial electric railway in connection with their plant at South Bend. The plant included one of the largest hardwood storage yards in the world and in this yard the use of steam locomotives would have been an intolerable fire hazard; hence, electric operation.

Four 4-wheeled General Electric locomotives were acquired over the years. Motor #1 switched small lumber trailers between the storage sheds, kiln and factory. Motor #2 pulled cars of coal into

the plant power station. After brief service at South Bend, motor #3 was transferred to the company's sawmill at Cairo, Illinois. Motor #4 was assigned to switching steam road cars into the South Bend plant interchanges with the New York Central and New Jersey, Indiana & Illinois railroad lines. A line car (trailer) and six coal hoppers completed the company's roster.

Work at the plant slowed down in the 1930s and came to a complete shutdown in 1955. Locomotive #1 is preserved in the Chicago area by Robert A. Selle and several hoppers were sold to the Bendix plant at South Bend. The remainder of the equipment and the railway itself went to the junkpile.



K I N G M A N.....  
COVINGTON & SOUTH WESTERN RAILROAD:

Another hopeful dream of a connecting link was the Covington & South Western Railroad, which planned to connect the Terre Haute Indianapolis & Eastern Traction Company at Crawfordsville with the Illinois Traction System at Danville, a gap of about 45 miles.

In 1910 the line was completed for about four miles out of the unlikely town of Kingman towards Covington, winding up in a field. It began running a second-hand single-truck street car, apparently originally from the Chicago Union Traction Company.

One of the promoters of the C&SW is said to have absconded with all available cash, but the line had little chance of success anyway. It quit operation within the first year of its life.

(Photo: FEB)

M I C H I G A N   C I T Y.....  
NORTHERN INDIANA PUBLIC SERVICE CO.:

Operating a power generating station descended from the original Chicago Lake Shore & South Bend Railway power plant, on the lake shore at Michigan City, Northern Indiana Public Service Company uses this type of battery-powered electric locomotive to switch coal from South Shore Line into its plant. Photo was taken on May 15, 1956. (V-Z)





#### PORTLAND-HUNTINGTON:

Certainly a contender for the title of most unsuccessful line in Indiana, the Cincinnati Bluffton & Chicago Railway was incorporated about the turn of the century.

Construction began northwest out of Portland in 1903 and reached Pennville by the end of that year. Shortage of funds prevented the planned electrification so that steam motive power had to be used.

Receivership, followed by reorganization in 1904, made possible extension to Bluffton. Then, in 1907, Huntington township voted a subsidy of \$98,000 if the road would maintain shops at Huntington. The extension was opened using a portion of the Erie Railroad (then Chicago & Erie) between Uniondale and Huntington.

A Cleveland broker sold \$300,000 of CB&C bonds in 1907 and kept the money. Altho he was sentenced, the railroad had to assume the original debt burden plus that of a second issue to replace the lost money. This brought about a second receivership in 1908 with foreclosure in 1910. In 1911 efforts were made to sell the road

to electric railway interests, but to no avail.

The receiver bought three single-truck Barber gasoline cars in 1912 for the road's passenger service. Two of them spent most of their time in the shops under repair.

The CB&C contract with Erie called for the interurban's track to be improved so that it could be used for multiple track by the big road. In 1912 Erie gave up hope that CB&C would ever do this and, alleging violation of the contract, had its crews remove CB&C track at Markle, Uniondale, Simpson and Huntington. Residents of the first three towns donated new right-of-way, but this added to the curvature of the line.

Other disasters hit in 1913, when a wild locomotive backed thru a Huntington grocery store, and when the famous floods of that year washed out track at Huntington. This was followed by the repossession of its two steam locomotives.

With the rise of scrap values during the first World War it became apparent that the best thing to do was to scrap the road. Operations ceased September 24, 1917.

Data and photos: RSI







#### UNION CITY-DAYTON (Ohio):

Interconnection of the interurban railway systems of Indiana and Ohio became a very desirable objective about the turn of the century and a number of routes were projected by competing interests, each hoping to be the first. A Dayton group in 1902 promoted a line between Dayton and Muncie, via Greenville and Union City.

Construction in Indiana began at Union City, under the name of Union City Winchester & Muncie Traction Company, and progressed to Farm-land by 1904, reaching Muncie in the fall of 1905.

Construction in Ohio began with the Dayton & Northern Traction Company, connecting Dayton with Greenville. The Greenville & Union City Traction Company was organized to close the gap to Union City, but this was consolidated with the Indiana company in 1903 to form the Dayton & Muncie Traction Company.

In 1906 the property was acquired by the large traction syndicates and divided at Union City, the Indiana portion, now known as the Muncie & Union City Traction Company, going to the Union Traction Company of Indiana, while the Ohio portions were taken into the Indiana Columbus & Eastern Traction Company.

Almost at once the superior direct route of the Dayton & Western-THI&E thru Richmond placed a ceiling on the development of the Union City route. The mileage between Indianapolis and Dayton, for example, was 144 via Union City and only 109 via Richmond. Although hourly service was offered, only the smallest cars were needed.

In 1923 IC&E bought medium weight steel cars and is understood to have used them briefly on the Union City run, but the hard road and low population density combined to bring about abandonment of the Dayton-Union City line in 1925.

(Additional material on Indiana Columbus & Eastern Traction Company was included in CERA Bulletin #96, "Electric Railways of Ohio", 1952.)













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